

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, 12th June 2012**

B.CHINN
CHAIRPERSON

M. MEEHAN
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 8 MAY 2012 AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL,
388 MAIN SOUTH ROAD, GREYMOUTH, COMMENCING AT 10.32 A.M.****PRESENT:**

B. Chinn (Chairman), R. Scarlett, T. Archer, D. Davidson, A. Robb, A. Birchfield, I. Cummings (arrived 10.55), F. Tumahai

IN ATTENDANCE:

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

1. APOLOGIES

There were no apologies.

2. PUBLIC FORUM

There was no public forum.

1. MINUTES

Moved (Archer / Davidson) *that the minutes of the previous Resource Management Committee meeting dated 10 April 2012, be confirmed as correct.*

Carried

Matters Arising

There were no matters arising.

2. CHAIRMAN'S REPORT

Cr Chinn stated that he has nothing to report this month.

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

M. Meehan spoke to his report advising that work is underway with the Coastal Plan Review. He reported that a meeting was held with Brown NZ Ltd and planning staff from the three district councils and he is confident that all concerned are on the same page and he is happy with the methodology that Brown NZ Ltd is going to use. M. Meehan advised that Brown NZ Ltd have already carried out a lot of this work in the Buller district as part of a consent application and some of the work down actually reduced one of the Outstanding Natural Features and Landscapes down to a more appropriate area. M. Meehan reported that an indication of cost divisions will be available in a couple of weeks and it is hoped that the project will be completed by July this year.

M. Meehan reported that further mediation has been done with other parties involved in the Wetlands appeals, this is now nearing an end and general agreement has now been reached on the majority of rules and policies. He advised that a consent order is to be circulated to the parties by the 16th of May.

M. Meehan advised that the recommending report for the Land and Water Plan has been completed and is currently being reviewed by C. Ingle and hearings are scheduled for the 18th to 22nd of June. C. Ingle

advised that the normal process for hearings is for all members of the Resource Management Committee to be appointed as commissioners, as available. Cr Chinn asked all present if this date is suitable, it was confirmed that this date is suitable to everyone. Cr Scarlett wondered if a whole week was needed. M. Meehan advised that 53 submitters have stated that they wish to be heard but this could change once the recommending report is circulated to submitters as this report could resolve some of the submissions. C. Ingle stated that the recommending report is over 400 pages long.

M. Meehan reported that a small project on farm planning work has been undertaken with DoC and Westland Milk Products. He stated that this involves riparian margin management in the lower Waitangitaona River catchment. M. Meehan stated that results are encouraging and show that farmers are looking after the river well in this area. A further meeting with DoC and Westland Milk Products will be arranged to discuss where to from here.

M. Meehan reported that a meeting has been held with the Gloriavale community to discuss farm planning work in the Lake Haupiri catchment. Staff are visiting this area today to progress this work.

M. Meehan reported that a representative from Landcare Trust has visited to discuss the possibility of a Landcare group for the Lake Brunner catchment. He advised that this visit followed on from the funding application that was put in by Council to the Ministry for the Environment's Fresh Start to Freshwater Fund and council is seeking a more collaborative approach from stakeholders in this community.

M. Meehan reported that winter air quality reporting has been delayed due to a machine malfunction, parts from overseas were ordered and the machine is now functional.

M. Meehan reported that a small Envirolink grant was obtained to look at lining effluent oxidation plants in the Lake Brunner catchment.

C. Ingle suggested that all members of the Resource Management Committee be appointed as commissioners to hear submissions and make decisions on the Land and Water Plan.

Moved (Archer / Birchfield)

1. *That this report is received.*
2. *That all members of the Resource Management Committee be appointed, as available, to hear submissions and make decisions on submissions on the Proposed Land and Water Plan.*

Carried

5.1.2 CIVIL DEFENCE & REGIONAL TRANSPORT REPORT

C. Ingle spoke to this report. He advised that the Civil Defence Emergency Management (CDEM) Group, which includes the Mayors of the three district councils plus the Regional Council's Chairman, Cr Scarlett, met on the 23rd of April. He advised that at this meeting two new Controllers were appointed, Ian Davidson-Watts for Grey District and Michael Meehan for the group.

C. Ingle reported that Exercise Cruickshank Minor which is an exercise involving a pandemic scenario is scheduled for the 12th of July. He advised this exercise is a slow moving exercise which will provide staff with an opportunity to exercise in a different scenario than the usual one, which is earthquake, tsunami or flood.

C. Ingle reported that submissions have now closed on the draft West Coast Regional Land Transport Programme 2012 – 2015. He advised that 17 submissions were received but only two of these submitters wish to be heard. C. Ingle stated that the hearing will be held on the 16th of May and will involve the Chairman and Deputy Chairman. He advised that decisions will then be made and these decisions will then come to the council meeting in June for final adoption.

C. Ingle reported that Tai Poutini Polytechnic has agreed to continue to provide the Road Safety Coordinator service for the region for the next three years. C. Ingle stated that they are doing a very good job.

Cr Birchfield asked Cr Scarlett how he got on with his submission on the Draft Canterbury Regional Land Transport Programme 2012 / 15 which includes council's concern on the Arthurs Pass, Mingha Bluff section of State Highway 73. Cr Scarlett responded that he has received notification that he will be speaking to his submission between 12.40 and 1pm on the 29th of May. Cr Birchfield commented that the recent fatality on this section of road was inevitable, and he is surprised that given the amount of commercial traffic and tourists that drive this road, he is concerned that it is only a matter of time before there is another fatality. Cr Scarlett agreed with this and stated that large trucks on the tight corners are very dangerous. Cr Scarlett stated that Mrs Detlaff, from Ross, contacted him to inform him of the serious injuries her son suffered a few years ago when he was involved in a very serious accident in this area. Cr Scarlett stated that he is hopeful that these series' of serious accidents will add weight to Council's submission.

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

Carried

5.1.3 FRESHWATER NATIONAL POLICY STATEMENT – ASSESSMENT FOR THE WEST COAST REGIONAL COUNCIL

C. Ingle spoke to this report is an analysis that he and N. Costley prepared to try and get a handle of where this council sits in terms of the National Policy Statement (NPS) for Freshwater. He stated that this is a complex NPS and sits at the heart of what this council does for freshwater quality. C. Ingle stated that this analysis looks at the policies and objectives in our Regional Plans and in our Proposed Longterm Plan and applies the Freshwater NPS requirements for those documents. C. Ingle stated that his opinion is that council is in compliance with the Freshwater NPS, largely, but there is one outstanding matter; we do not have a policy for the transfer of takes. He advised that we do have a permitted activity that allows for transfers of takes downstream, but we have no policy guidance for upstream transfers. He stated this is a small gap that needs to be filled but it is not an urgent matter. C. Ingle advised that the water quality side of how we do things is strong here and the objectives are being met, apart from in the Lake Brunner catchment. C. Ingle stated that the changes in the Land and Water Plan will help greatly in the Lake Brunner catchment and once these changes take effect we will then be fully compliant with the Freshwater NPS. Cr Scarlett stated that the changes made in the Lake Taupo water body would not be seen for 80 years. C. Ingle stated that he is hopeful that changes will be seen in Lake Brunner within the lifespan of the plan, which is ten years. Cr Davidson stated he feels very positive about this but wondered if it should be peer reviewed. C. Ingle stated that Audit NZ would look at this as part of the audit process. Cr Archer asked C. Ingle what process council would be going through to identify what the outstanding freshwater bodies are going to be. C. Ingle responded that the NPS does not require council to go through a process of identifying outstanding water bodies as we are currently doing for the Coastal Plan. He advised that the NPS simply tells us we must protect the quality of our outstanding water bodies, which is ambiguous as there is no case law around this term and it is council's discretion as to how this is interpreted. Cr Archer stated that he agrees that if rules are especially robust to encapsulate the requirements in a generic way then this is the best way to address this. Cr Archer asked C. Ingle if because the implementation of the Proposed Land and Water Plan will not be until after the decision and appeals on the Wetlands Variation, that the NPS for Freshwater will not go ahead until after this. C. Ingle responded that when the wetland decision comes out it would be incorporated into the planning documents of the time. C. Ingle stated that he feels there will not be a need for any further public notification as there are no gaps in the NPS that are not already in the Land and Water Plan, other than the transfer of take policy. C. Ingle advised that the LTP performance provisions help us very much on water quality by the measurements taken every year to ensure that water quality is both maintained and enhanced in our rivers and lakes. Cr Archer asked C. Ingle to summarise how does the Freshwater NPS address climate change and the reasonably foreseeable impacts of climate change. C. Ingle responded that in his opinion, the NPS is focussing on regions where for climate change the science was indicating that droughts would become more prevalent whereas for this region the science is indicating that the region is likely to get wetter rather than drier. He stated that in drier regions, climate change would impact on water takes management but this is not going to happen on the West Coast. Cr Archer drew attention to the second paragraph of B3 on page 13, where it states that it may be sufficient to adopt a policy by council resolution in the interim, rather than a plan change. C. Ingle stated that he has since investigated this further and has advised that he found a submission on the Land and Water Plan that asks for such a policy to be included in the Land and Water Plan so we do have authority to do this and will not need to go through a plan change. Cr Archer asked what are the current controls are for stock grazing on riparian margins. C. Ingle responded that provided there is no conspicuous pugging or erosion, fencing is not required, but it is best practice (noting in Lake Brunner catchment, new rules now apply). Cr Archer asked if there is a proposed timeline for compliance for the stock crossing policy. C. Ingle responded that this policy was put in place some years ago and it took effect quite quickly. Cr Chinn congratulated staff on their work with this NPS Analysis.

Moved (Scarlett / Archer)

1. *That Council receives this report.*
2. *That Council note that a new policy may be needed identifying criteria by which approvals of transfers of water take permits are to be decided, to improve and maximise the efficient allocation of water.*

Carried

5.2 CONSENTS AND COMPLIANCE GROUP

5.2.1 CONSENTS MONTHLY REPORT

C. Dall spoke to his report. He noted that this report is out of date and he would circulate an up to date report to the Resource Management Committee following today's meeting.

C. Dall reported that one of the main matters in his report was the outcome of the Environment Court declarations concerning whether or not the effects of the burning of coal on climate change could be taken into account when considering consent applications for coal mines. The Court had confirmed that they cannot be.

5.2.2 COMPLIANCE & ENFORCEMENT MONTHLY REPORT

C. Dall spoke to this report advising dairy shed inspections continued during the reporting period with five out of 37 sheds being rated as significantly non-compliant due to a lack of effluent storage and maintenance issues.

C. Dall reported there have been some issues with alluvial gold mining where multiple tribute miners working under the same resource consent and processes are being tidied up to ensure that work programmes, approvals and consent conditions are met. C. Dall reported that the normal number of complaints was received during the reporting period. He advised that staff were called in to advise on how to tidy up the riverbed as a result of cooking oil and food waste spillage at Otira following a fatal truck crash. C. Dall reported that no formal enforcement action was taken during the reporting period.

Cr Scarlett stated that most farmers deal with their effluent ponds in June and July after the dairy season has finished and he feels that it would be better to carry out these inspections at the end of the season. C. Dall responded that problems are often identified during the season and then work can be done on improvements during the off season.

Moved (Archer / Robb) *That the May 2012 report for the Compliance Group be received.*

Carried

6.0 GENERAL BUSINESS

There was no general business.

The meeting closed at 11.22 a.m.

.....
Chairman

.....
Date

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee Meeting 12 June 2012
 Prepared by: Michael Meehan, Planning and Environment Manager
 Date: 1 June 2012
Subject: Planning and Environment Manager's Monthly Report

Land and Water Forum Report

The Land and Water Forum recently released the first of two reports with further details on setting objectives and limits for freshwater quantity and quality. 38 recommendations are made, focusing on using national instruments, regional policy statements and plans to set the standards, and a collaborative process to achieve them. Some of the recommendations are to:

- Change the NPS for Freshwater Management to give further recognition of Tangata Whenua relationship with water, and the risks to human health from micro-organisms and toxic contaminants in water bodies;
- Develop a national instrument, for example, a National Environmental Standard, to, set national minimum "bottom lines" for freshwater parameters, with a series of bands (*fair, good and excellent*) above "bottom lines",
- Direct regional councils to set limits for water takes and discharges in catchments as rules in regional plans, within the fair, good and excellent bands for particular waterbody types and situations;
- Provide for councils to use a collaborative process with MFE involvement as an alternative to a Schedule 1 process to change Regional Policy Statement's and regional plans, giving councils the choice between the two processes;
- Amend the RMA to add a streamlined plan change process for minor, technical adjustments to water quantity and quality limits, as changes occur;
- Develop a system for applying for exceptions to meeting national water management objectives;

The Forum suggests that the government should defer the consideration of transitional tools until the Forum's second report is released in September 2012. The second report will include:

- Further parameter levels for the fair, good, and excellent bands; and
- Options for dealing with wetlands and estuaries.

The Forum's latest report is available on the Land and Water Forum website:

<http://www.landandwater.org.nz>

Exclusive Economic Zone and Continental Shelf (Environmental Effects) Bill and Regulations

The Local Government and Environment Select Committee has reported back on the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Bill (the Bill). The Bill will be set down for its second reading, and is expected to be enacted by July, although it will not come into force until supporting regulations are produced.

A discussion document on the first set of regulations was recently released for submissions. Based on the discussion document, seismic surveys, submarine cables, scientific research, and prospecting for petroleum and minerals would be permitted activities, subject to conditions. Petroleum and mineral exploration and mining would be discretionary activities. Submissions close 20 June.

Wetlands Variation

A joint consent order was submitted to the court in May, Council is awaiting a decision back from the court.

Heritage New Zealand Pouhere Taonga Bill

The Heritage New Zealand Pouhere Taonga Bill has passed its first reading, and is open for submissions until 21 June. The Bill makes changes to the structure of the Historic Places Trust, and also proposes to streamline the archaeological consent process to be more consistent with the resource consent processing timeframes under the RMA.

RECOMMENDATION

That this report is received.

Michael Meehan
Planning and Environment Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee Meeting – 12 June 2012
Prepared by: Katherine Glasgow, Land Management Officer / Planner
Date: 29 May 2012
Subject: **PROPOSED REGIONAL LAND AND WATER PLAN**

Purpose

This report provides an update on the Proposed Regional Land and Water Plan (the Proposed Plan) and sets out the process from here on in.

Background

The Staff Recommending Report (Staff Report) on the Proposed Plan is now complete and available on the Council's website.

Hearings

Hearings on the Proposed Plan will commence on 18 June at Council, as per clause 8(b) of the First Schedule to the Act. A letter has been sent to submitters advising of the completion of the Staff Report, and asking the submitters if they wish to be heard (if they requested speaking rights).

Decisions

Following the Hearings, the Hearings Committee will deliberate and release decisions. Decisions on the Proposed Plan must be released by 17 September 2012, two years from the date the Plan was notified as per clause 10(4)(a) of the First Schedule of the Act.

Appeals

Following the release of the decisions, submitters have 15 days to appeal to the Environment Court against a decision made, in accordance with clause 27 of the First Schedule to the Act.

RECOMMENDATION

That this report is received.

Michael Meehan
Planning and Environmental Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee Meeting 12 June 2012
Prepared by: Stefan Beaumont, Hydrologist
Date: 28 May 2012
Subject: HYDROLOGY & FLOOD WARNING UPDATE

Data Requests

2 Rainfall. 2 Water Level/Flow

Flood Warning

There have been no flood warning alarms for reporting period

Site Upgrades

Site upgrades for the Cropp at Hut and Sirdar Creek sites were completed in the April/May reporting period. This work involved a full installation of new rain gauges, towers (for aerals and solar panels) and boxes (to store flood warning equipment). The existing tower/poles were 20-30 years old and in need of replacement. The new towers are much easier to use as they are lattice towers with foot placements to climb. The rain gauges in all mountain sites have now been installed to the standard 1m height as per the National Standards for rainfall measurement.



Photo 1 : Old Cropp at Hut flood warning site



Photo 2: New Cropp at Hut flood warning site

RECOMMENDATION

That this report is received.

Michael Meehan
Planning and Environmental Manager

5.1.4

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee Meeting 12 June 2012
Prepared by: Emma Chaney, Resource Science Technician
Date: 30 May 2012
Subject: Air Quality Monitoring Problems

Following an event in February (possibly a power surge) the motherboard of the air quality machine sited in Reefton was critically damaged. The machine was sent to Auckland for repair, which took a substantial amount of time due to a replacement part needing to be sourced from America.

The machine has now been re-installed at the Reefton site however we have been experiencing problems with it since and have been working with the manufacturer in Australia and our service provider here in New Zealand to resolve the faults.

The machine is currently functioning and collecting continuous data however due to a machine error that we have been unable to fix the machine will be temporarily replaced with a loaned machine so that the Council's machine can be sent back to Auckland for further repairs.

An update on this situation and data collected for the year will be reported to the next Council meeting.

RECOMMENDATION

That this report is received.

Michael Meehan
Planning and Environmental Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee Meeting – 12 June 2012
 Prepared by: Nichola Costley – Regional Planner
 Date: 28 May 2012

Subject: CIVIL DEFENCE & REGIONAL TRANSPORT REPORT

Civil Defence Emergency Management UpdateCo-ordinating Executive Group

The West Coast Co-ordinating Executive Group (CEG) met on 1 May. Key agenda items included:

- West Coast Preparedness

A survey on the preparedness levels of West Coasters was undertaken in February 2012 and the results provided to the CEG. 500 random telephone interviews were undertaken throughout the region which provided a wide range of data on levels of preparedness, what to do in various events, and how people access emergency information. Of those surveyed, 23% indicated that they were fully prepared (survival plan to cover at home and away, emergency items and water, and regular updating of such items), 25% are prepared at home (survival plan for when at home, and emergency items and water and regular updating of such items) and 52% indicated that they were not as well prepared. This information, along with other results, will help guide future public education programmes on the West Coast. This work was undertaken with funding granted from the Resilience Fund.

- Monitoring and Evaluation

The Ministry of Civil Defence and Emergency Management (MCDEM) have undertaken monitoring and evaluations of all 16 CDEM Groups around the country. The monitoring and evaluation report provides a snapshot in time on how CDEM is undertaken in the region. The information was gathered prior to the Christchurch Earthquake in February 2011 however the release of the West Coast report was delayed due to other priorities. The Report found that the West Coast CDEM Group is very capable, partly due to the commitment of its stakeholders and the partnerships developed with the emergency services, welfare agencies and lifeline utilities. The Engineering Lifelines Group is considered to be one of the best in the country. The results are extremely positive for a small Group with limited funding and staff resourcing. The report identified areas for future work which will be combined with the actions from the Group CDEM Plan for implementation.

- Resilience Fund

Two applications were made to the Resilience Fund for the 2012/13 year. The application for the hard-wiring of selected service stations has been successful. However, the three-year joint application made on behalf of the West Coast, Nelson Tasman and Marlborough CDEM Groups for a public educator / emergency management information system (EMIS) trainer was only partially successful. MCDEM have agreed to one years funding of \$55,000 to assist with the training of staff in EMIS between the three regions.

Engineering Lifelines Group

The West Coast Engineering Lifelines Group met on 2 May. Two key agenda items of interest included:

- Mines Rescue Capability and Capacity

The Engineering Lifelines Group was hosted at the Mines Rescue Facility in Runanga. The capability and the resources that Mines Rescue can contribute in response to an event were highlighted as well as accessing the resources of the mining community to assist. Future work will focus on how to bring these resources together through pre-planning.

- Canterbury Recovery – Lessons Learned

Rob Dewhirst and David Elms, who were involved in the development of the Lifelines Reports in 2006, presented to the Group on work they are undertaking for Grey District Council. Based on lessons learned from Canterbury, the work focuses on how to recover, the issues that have arisen during this process, as well as the key drivers to recovery.

Regional Transport Update

Canterbury Draft Regional Land Transport Programme 2012 – 2015

Council approved a submission on the Canterbury Draft Regional Land Transport Programme 2012 – 2015 (RLTP) at its last meeting on 8 May. Cr Scarlett spoke to the Hearing Panel in support of the submission, accompanied by Cr Paul Berry (Grey District Council), on 29 May 2012. Feedback on whether the construction date for the Mingha Bluff to Rough Creek project will be moved forward to be included within the RLTP is expected shortly.

RECOMMENDATION

That this report be received.

Chris Ingle
Chief Executive

THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee – 12 June 2012
 Prepared by: Nichola Costley – Regional Planner

Subject: **West Coast Regional Land Transport Programme 2012 - 15**

Purpose

The purpose of this report is to present the West Coast Regional Land Transport Programme 2012 - 2015 (RLTP), and to seek adoption of the RLTP in order for it to be submitted to the NZ Transport Agency.

Background

The West Coast Regional Transport Committee (RTC) is a sub-committee of Council. The attached RLTP has been prepared by the RTC to meet the statutory requirements of the Land Transport Management Act 2003 (LTMA). The RLTP:

- Identifies key transport issues in the region and how the transport activities proposed in this programme address these;
- Lists proposed transport activities that will be undertaken during 2012/13 – 2014/15; and,
- Provides a ten year forecast of anticipated revenue and expenditure on transport activities.

Consultation and Hearings

The RTC approved the draft RLTP for consultation on 28 February. Consultation was undertaken as required under the Local Government Act 2002 with the submission period running from 12 March to 13 April. A total of 18 submissions were received on the draft. The Hearing Panel, made up of the representatives from the four Councils and the NZ Transport Agency, heard submissions on 16 May. Only one submitter presented verbal evidence. The Hearing Panel considered submissions and made decisions following the Hearing.

There may be some minor changes made to the RLTP prior to its final submission as a result of any funding changes to the District Councils funding programmes following the consultation process on their Long Term Plan's.

Adoption of the RLTP

The Hearing Panel were delegated the authority to approve the RLTP following the Hearing and have put forward the attached RLTP for adoption by the Regional Council. As per section 18B(3) of the LTMA, the Council can now either:

- (a) Approve the RLTP without modification; or,
- (b) Refer the RLTP back to the RTC with a request that the RTC reconsider one or more aspect of the Programme.

The Regional Council must adopt the RLTP before it can be submitted to the NZ Transport Agency. Submission is required by 29 June 2012.

Recommendation

1. *That the Council adopt the West Coast Regional Land Transport Programme 2012 – 2015 as per 18B(3)(a) of the Land Transport Management Act to be submitted to the NZ Transport Agency.*

Chris Ingle
Chief Executive Officer



THE WEST COAST
REGIONAL COUNCIL

West Coast Regional Land Transport Programme 2012 – 2015

June 2012

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Overview

This is the second Regional Land Transport Programme 2012/13 - 2014/15 (RLTP) prepared for the West Coast Region. The Land Transport Management Act 2003 (LTMA) requires the West Coast Regional Transport Committee (RTC) to develop a RLTP in consultation with their community and stakeholders every three years.

This RLTP provides a statement of transport priorities for 2012 – 2015 and indicative priorities for 2015 – 2018.

This RLTP contains the proposed activities from the following approved organisations. Each organisation is responsible for delivering parts of the transport system on the West Coast:

- Buller District Council
- Department of Conservation (South Westland Area Office)
- Grey District Council
- The New Zealand (NZ) Transport Agency
- West Coast Regional Council
- Westland District Council

1. Introduction

This is the second RLTP for the West Coast which has been prepared in accordance with the LTMA. The RLTP:

- Identifies key transport issues in the region and how the transport activities proposed in this programme address these;
- Lists proposed transport activities that will be undertaken during 2012/13 – 2014/15; and,
- Provides a ten year forecast of anticipated revenue and expenditure on transport activities.

Responsibility for preparing this RLTP lies with the RTC for the purpose of seeking funding for the listed activities from the National Land Transport Fund (NLTF). The NLTF is administered by the NZ Transport Agency on behalf of the government. The NZ Transport Agency can only allocate funds to activities listed in a RLTP or to national activities.

The lists of activities in this programme were either identified by the Councils (and other agencies with transport interests) in the region, or proposed by the NZ Transport Agency. There are two categories of activities:

1. The routine maintenance and minor capital improvement activities of local Councils (and other agencies) and any continuing passenger transport services are automatically included in this programme.
2. Other activities, including State Highway maintenance and development projects and large local Council projects, are individually identified and prioritised within this programme. These priorities are used to identify what activities can be implemented within the funding available and when they are to be implemented.

Unless a significant variation occurs, this RLTP will be reconsidered and reprioritised every three years (refer Section 12 on Significance Policy for a definition of the changes that would trigger a variation before this time).

2. Strategic Context

National context

Amendments to the LTMA in 2008 resulted in RTC's having increased functions and responsibilities. The RTC prioritises the projects proposed by the road controlling authorities and ranks these in a priority order for the West Coast.

The government has set out, in the Government Policy Statement on Land Transport Funding 2012/13 – 2021/22 (GPS), its priorities, funding forecasts, and the short to medium-term outcomes it wishes to achieve through the allocation of land transport funding. The NZ Transport Agency must give effect to the government's priorities when allocating funding from the NLTF.

Regional context

The West Coast Regional Land Transport Strategy 2011 – 2041 (RLTS) provides the strategic context for this RLTP. A statutory requirement of the LTMA, the RLTS covers a period of thirty years and provides guidance on the land transport outcomes sought by the region. The RLTS also incorporates the first Regional Public Transport Plan (RPTP) for the West Coast which meet the requirements of the Public Transport Management Act 2008.

Under the Local Government Act 2002, regional and district councils must prepare a Long Term Plan (LTP) once every three years. These LTP's describe how each Council is to deliver the community outcomes agreed to by the local community, the level of rates expected for the three years of the LTP and other information pertinent to its community. The projects submitted for funding through the RLTP by each of the District Councils and the Regional

Council must also be included in each respective LTP for local share funding. Should their own consultation process decide that a project is no longer viable or appropriate, then this may result in the project being removed from their LTP and consequently from this RLTP.

3. Development of the RLTP

3.1 Assessment of how the programme meets core legislative requirements

Section 14 of the LTMA sets out the core requirements for the RLTP that the RTC must be satisfied are met. These are as follows:

An RLTP must contribute to the purpose of the Act which is to contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system.

An RLTP must also contribute to each of the following:

- Assisting economic development;
- Assisting safety and personal security;
- Improving access and mobility;
- Protecting and promoting public health; and,
- Ensuring environmental sustainability.

An RLTP must be consistent with:

- The relevant GPS; and,
- Any relevant Regional Land Transport Strategy (RLTS) for the West Coast.

The RLTP must take into account any:

- National Land Transport Strategy
- National Energy Efficiency and Conservation Strategy;
- Relevant National Policy Statement and any relevant Regional Policy Statement or Plans that are for the time in force under the Resource Management Act 1991; and,
- Likely funding from any source.

This RLTP was prepared within the context of the GPS. This is the second GPS which seeks further efficiencies and value for money in some areas of the transport sector whilst continuing with the high level of investment in State Highway projects.

During the development of the RLTS, and consequently this RLTP, all relevant national and regional policy documents were taken into account, and where they have since been amended, the new policies have been applied in developing this programme.

The RTC is satisfied that the activities included in this RLTP meet the requirements of section 14 of the LTMA.

4. Assessment of the RLTP

4.1 Statement of regional transport issues, problems, and opportunities

Links to other regions continue to be crucial for the West Coast from both an economic and lifelines perspective. The importance of the State Highway links east through Arthur's Pass (State Highway 73) and via the Lewis Pass (State Highway 7), to the north via the Hope Saddle (State Highway 6), and to the south via the Haast Pass (State Highway 6) cannot be underestimated. The loss of any one of these routes can result in significant time delays for locals, tourists, and freight traffic if required to travel via an alternative route. State Highway 73 has been classified as a Regional Strategic route which reflects its importance to the West Coast's economic and social wellbeing. Reliability, capacity, safety, and security of critical

routes on which the Coast remains dependant on the State Highway network for will continue to be a key area for investment effort. Possible future routes, such as a new road link between Haast and the Hollyford Valley, are likely to continue to be investigated in light of the potential benefits which would accrue from the tourism sector.

Growth in the key primary industries; agriculture, minerals extraction and forestry, is forecast to continue as well as increased tourism numbers. This continued growth is likely to result in increased heavy freight vehicles and tourism traffic which leads to particular issues in itself when coupled with the characteristics of the West Coast roading network. However, anticipated increases in vehicle numbers are not expected to be high enough to attract national funding under the current funding model. Therefore it is likely that there will be a limited number of roading projects funded from national funds, the majority being continued road maintenance and minor safety works.

Road safety continues to be an issue with a key concern being the potential conflict between heavy and light vehicle traffic particularly on single lane bridges and narrow and winding sections of road. A lack of passing opportunities compounds this issue. A Strategic Study on Passing Opportunities for the West Coast identifies the highest priority locations for passing opportunities to be developed. Funding will be directed towards creating these safe options for passing.

While there have been reductions to the funding category in the GPS for walking and cycling activities other opportunities have arisen. New walking and cycle initiatives are currently being developed in the region through funding received from the National Cycleway project. Implementation of the Regional Walking and Cycling Strategy will continue to depend on the funding available from the NLTF.

4.2 Statement of regional transport priorities for the RLTP

The RLTS outlines the high level vision and outcomes for the West Coast. The Vision and outcomes align with the objectives of the Act. The Vision has been broken down into several transport outcomes and forms the following priorities for the Region. Further information on each of these priorities can be found in Section 2.4 of the RLTS.

The transport priorities for the West Coast are:

- Ensuring the security and efficiency of transport corridors;
- Safety and personal security;
- Safe and efficient freight movement, especially in support of the primary industries;
- Supporting regional growth on the network;
- Improvement of passing opportunities;
- Continued progress toward replacement of single-lane bridges; and,
- Increased use of viable public transport and active modes (walking and cycling).

These transport priorities will assist with the evaluation process undertaken by the RTC when assessing the ability of proposed activities to achieve regional benefits.

4.3 Statement of how the activities in the RLTP address the transport priorities for the Region

This RLTP has been developed to take into account the transport issues, problems, and opportunities on the West Coast within the funding parameters likely to be available. The RLTP identifies transport projects and activities to address these priorities. All activities identified in the RLTP have been considered to meet one or more of the regional transport priorities identified above. When determining project priority, activities that did not address these transport priorities were disregarded. This process of prioritising and culling projects was considered to be robust given the relatively small amount of funding available for the West Coast.

5. Overview of 3 year programme

A summary of the total expenditure on activities is presented in Table 1. This shows total anticipated expenditure for each organisation on the West Coast for the period 2012/13 – 2014/15.

Note: Some Activity Classes have zero or limited expenditure proposed. Where funding is apportioned indicates the transport priorities of the Region. In addition each Council is required to contribute a local share component made up from the local rate take in order to fund an activity. Therefore, even though there appears to be funding available in various activity classes, this does not automatically ensure projects are undertaken due to the reluctance of increasing local rates, or transport activities of a higher priority requiring funding.

Table 1: Total anticipated expenditure 2012/13 – 2014/15

Activity Class	Buller District Council	DOC (South Westland)	Grey District	New Zealand Transport Agency	West Coast Regional Council	Westland District Council	West Coast Region Total
Road User Safety	\$81,153	\$0	\$83,764	\$31,515	\$45,808	\$61,400	\$323,640
Maintenance and operation of local roads	\$8,179,903	\$1,102,286	\$6,950,257	\$0	\$0	\$6,491,104	\$22,723,550
Maintenance and operation of State Highways	\$0	\$0	\$0	\$39,267,432	\$0	\$0	\$39,267,432
New & improved infrastructure for local roads	\$912,226	\$124,581	\$5,907,309	\$0	\$0	\$583,469	\$7,527,585
New & improved infrastructure for State Highways	\$0	\$0	\$0	\$10,877,887	\$0	\$0	\$10,877,887
Public transport infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Public transport services	\$155,614	\$0	\$0	\$0	\$272,200	\$93,330	\$521,144
Renewal of local roads	\$5,133,202	\$755,000	\$9,211,376	\$0	\$0	\$5,178,260	\$20,277,838
Renewal of State Highways	\$0	\$0	\$0	\$19,699,395	\$0	\$0	\$19,699,395
Transport planning	\$0	\$0	\$0	\$756,250	\$113,500	\$0	\$869,750
Walking and cycling facilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
All Activities	\$14,462,098	\$1,981,867	\$22,152,706	\$70,632,479	\$431,508	\$12,427,563	\$122,088,221

5.1 Activities included in the RLTP

The RLTP comprises the activities proposed by the approved organisations and the NZ Transport Agency within the West Coast Region. The activities proposed are shown in full in Appendix A. The activities listed in Appendix A make up the total bid for funding support from the NLTF for the West Coast Region.

5.2 Prioritised activities

Table 2 lists those projects and groups of activities that are required to be prioritised by the RTC. This includes:

- Activities or combinations of activities proposed by approved organisations in the region, other than local road maintenance, local road renewals, local road minor capital works, and existing public transport services; and,
- Activities or combinations of activities relating to State Highways in the region that are proposed by the NZ Transport Agency; and,
- Activities or combinations of activities, other than those relating to State Highways, that the NZ Transport Agency may propose for the region and wish to see included in the RLTP.

The process by which these activities have been prioritised is described in Appendix B and are determined by the RTC with the advice of the Regional Transport Advisory Group. The result of the evaluation has led to the activities being listed in the following regional priority order:

Table 2: Regional priority order of activities

RTC Priority	Activity	Description/Comments	Assessment				Organisation
			Strategic Fit	Effectiveness	Efficiency	Align with RLTS	
1	Regional transport administration	Administration of RLTS, RLTP, and monitoring requirements. Fundamental planning platform for the regions activities.	H	H	H	H	WCRC
1	Maintenance, Operations and Renewals Programme 20012/15	The NZTA state highway Maintenance, Operation and Renewals programme optimises the whole of life cost of the state highways using the State Highway Classification System by making better use of existing transport capacity on key routes, optimising levels of service for a secure and resilient transport network, journey time reliability, easing of severe congestion, more efficient freight supply chains and reducing the actual crash risk involving deaths and serious injuries in line with the NZTA Safer Journeys strategy.	M	M	H	H	NZTA
1	Maintenance and Operation of local roads	To maintain multi-modal access to the Glaciers in South Westland.	M	M	M	H	DOC
1	Renewal of local roads	To maintain multi-modal access to the Glaciers in South Westland.	M	M	M	H	DOC
1	Fox Glacier Access Road terminal Raising 2012/15	Lifting of existing causeway and terminal end approximately 1.0-1.5m each year to reduce the risk of flooding and loss of access to the Fox Glacier.	M	M	M	M	DOC

RTC Priority	Activity	Description/Comments	Assessment				Organisation
			Strategic Fit	Effectiveness	Efficiency	Align with RLTS	
2	State Highway Transport planning	Applying best practice planning processes focused on providing long-term local, regional and national strategy and planning by making better use of existing transport capacity including services and infrastructure, managing any adverse environmental effects from land transport and adopting a coordinated approach with relevant stakeholders.	M	M	M	M	NZTA
2	West Coast HNO Sub-regional Corridor Study	Study to consolidate and update all information for the strategic management of the State highway network including route security, safety and levels of service	M	M	M	M	NZTA
2	Minor improvements 2012/15	Activities will be focused on High Risk Rural Roads and High Risk Urban Intersections where there is a potential to significantly reduce number of crashes resulting in death or serious injury by providing a low cost intervention.	M	M	M	H	NZTA
2	Preventive Maintenance 2012/15	Assessing the risks and taking 'preventive' action to avoid damage to and failure of the network as part of the NZTA strategy of Network Resilience and Security.	M	M	M	M	NZTA
2	Safety Retrofit 2012/15	Activities will be focussed on High Risk Rural Roads and High Risk Urban Intersections where there is a potential to significantly reduce number of crashes resulting in death or serious injury by providing a low cost intervention.	H	M	M	H	NZTA
2	Seismic Retrofit 2012/15	Provision of a secure and resilient state highway network will contribute to regional economic growth and productivity by maintaining the integrity of bridges in the event of major disasters and keeping the risk of disruption through failure of bridges acceptably low.	M	M	M	H	NZTA
2	Road User Safety	The programme supports key strategic directions provided in NZ Transport Strategy, GPS, Safer Journeys 2020 Strategy and associated Action Plan, RLTS's, Regional Road Safety Strategies and local Road Safety Action Plans.	H	H	M	H	NZTA
2	Minor improvements 2012/15	Minor improvements to modify changing demands of asset user.	M	M	M	H	DOC
2	Road Safety Programme	Road Safety programme will focus on the high strategic fit activities as these have been identified as the factors causing the majority of fatalities and injuries on the West Coast.	H	H	M	H	WCRC, BDC, GDC
2	Road Safety Programme	Road Safety programme will focus on the medium strategic fit activities as these have	H	H	M	H	WDC

RTC Priority	Activity	Description/Comments	Assessment				Organisation
			Strategic Fit	Effectiveness	Efficiency	Align with RLTS	
		been identified as the factors causing the majority of fatalities and injuries in the Westland District. Note that there are no high strategic fit activities in this district.					
2	Passing Opportunities Investigation	Programme discrete small improvements to improve opportunities for passing on the state highway network overtime	M	L	H	H	NZTA
2	Taylorville – Blackball Road Strengthening	Improvements in strength and safety on a busy district arterial route, particularly for coal being transported from Francis Mine at Roa. Currently have consent for coal tonnage of 150k tonnes but this may increase.	M	M	L	H	GDC
2	Taramakau Bridge Safety Improvement	This single lane road/rail bridge forms part of the National Cycle Path and has also been identified as a high risk rural motorcycle route. The safety improvement will include rail track crossing improvements on the approaches, traffic signal control and a separate walk/cycle clip-on. The addition of a clip-on will provide safe walking and cycling access across this major river to tie in with the West Coastal Pathway.	M	M	M	M	NZTA
3	Rough River Bridge replacement – Atarau Road	This Bridge is nearing the end of its economic life and requires replacement to cater for the overload/over-dimension district arterial route. This Bridge is also on the preferred route for which coal from Pike river is to be transported though this is dependent on Mine revival.	H	M	L	M	GDC
3	Improved Driver Information	Provision of Driver Information Systems placed strategically along the state highway. Better driver information has the potential to contribute significantly to regional economic growth and productivity through efficiency benefits, and providing information to the driver to improve the safety of their journey.	M	M	H	M	NZTA
3	Jacksons stock truck effluent disposal	Project reduces safety risk of accidents caused by effluent discarded on road surface. Environmental benefits from proper disposal of stock effluent from trucks are obtained.	L	M	H	L	NZTA
4	Atarau Road strengthening and widening	Improvements to road strength and safety on an overload/over-dimension route on a district arterial. This is the route for which coal from Pike river is to be transported. While there is a preference to take this coal north, there is a contingency for 300k tonne to be transported south if required. Activity dependent on Mine revival.	M	M	L	M	GDC
4	Property Acquisitions 2012/15	Property purchase for State Highway project developments.	M	M	M	M	NZTA

6. Forecast of anticipated revenue and expenditure on activities for the 10 financial years 2012 to 2015

6.1 Expenditure profiles

The approved organisations within the Region have each prepared a ten year forecast of expenditure. This has been collated by activity class and is presented in Appendix C. The local authorities have included escalation figures based on the BERL local government figures as appropriate.

6.2 Description of funding sources identified

It generally takes many years for transport projects to be implemented. Before any work on the ground can begin, land may have to be acquired and various studies, consultation, feasibility reports, and detailed designs completed. It can also take time to accumulate local and/or obtain national funding for the project.

The following funding sources are identified in the 10-year forecast of anticipated revenue for the West Coast region:

National Land Transport Fund (NLTF)

The NLTF is the funding source which the Region is bidding for through this RLTP. The NLTF is distributed as a nationally contestable fund across the country. It is not possible to predict the level of N funding that the Region is likely to receive as the activities on the West Coast have yet to be assessed against activities proposed in the RLTPs of other regions. Appendix B sets out the indicative funding profiles as advised by the NZ Transport Authority.

Regional Funding (R)

Regional or R funding is additional revenue collected nationally, through a 5c per litre tax added to fuel sales and an equivalent increase in road user charges for light vehicles, and allocated to each region on a population basis. R funds were established for a finite 10-year period starting in April 2005 and expiring in 2015. Their purpose is to provide a minimum dedicated spend in each region for transport improvement projects that are important to the region. They must be committed (funding approved) by 31 March 2015, and must then be spent by 30 June 2016.

NZTA estimate that there is approximately \$6.8 million in R funds still available to be allocated to activities on the West Coast.

Local Funding (L)

Local funding is sourced by the Regional or District Council. These organisations are required to part fund the majority of activities. The proportion of local funding required for an activity is based on a Financial Assistance Rate (FAR). The FAR varies depending on the organisation applying for funding and the type of activity being proposed.

6.3 Ten year forecast of anticipated revenue

The forecast expenditure outlined in Appendix C has been used to form the basis of the 10-year forecast of anticipated revenue presented in Table 3.

Table 3: 10-year forecast of anticipated expenditure and funding sources

Activity Class	Forecast expenditure	Funding Sources		
		12/22 Total	NLTF	Local
Transport Planning	\$1,514,750	\$1,387,399	\$127,351	
Road User Safety	\$1,198,263	\$856,867	\$341,396	
Walking & Cycling facilities	\$0	\$0	\$0	
Public Transport Services	\$1,859,902	\$929,951	\$929,951	
Public Transport Infrastructure	\$0	\$0	\$0	
Rail and sea freight	\$0	\$0	\$0	
Domestic sea freight development	\$0	\$0	\$0	
Maintenance and operation of local roads	\$91,204,684	\$57,898,576	\$33,306,108	
Maintenance and operation of State Highways	\$130,606,337	\$130,606,337	\$0	
Renewal of local roads	\$75,867,883	\$47,909,024	\$27,958,859	
Renewal of State Highways	\$61,184,500	\$61,184,500	\$0	
New and improved infrastructure for local roads	\$21,486,833	\$15,167,461	\$6,319,372	
New and improved infrastructure for State Highways	\$44,577,887	\$44,577,887	\$0	
Totals	\$429,501,039	\$360,518,002	\$68,983,037	

NOTES

- 1) Amounts are taken from 10 year forecasts of activity class plus TLA administration costs at 2.25%
- 2) NLTF funding includes both N and R funds. The split is determined by the NZ Transport Agency.

6.4 Affordability of the 10 year forecast expenditure

Through consultation on the RLTP, subject to confirmation of the Long Term Plans by the District Councils, the approved organisations confirm that their programmes are affordable. NZTA will advise, in the National Land Transport Programme published in August 2012, the funding of the national share in conjunction with the other submitted RLTPs.

7. Significant expenditure on land transport activities to be funded from other sources

The following land transport activities are funded by local government rates without any assistance from the NLTF:

- Operations
 - Street cleaning e.g. litter bin collection
 - Amenity lighting
 - Footpath maintenance
- Renewals
 - Footpaths
- Improvements
 - Storm water improvements
 - Council initiated special projects e.g. seal extensions which are unsubsidised
 - Cycleways
 - Street banners.

8. Activities of inter-regional significance

As part of the preparatory work for this RLTP, the West Coast RTC must take into account:

- Which, if any activities included in the West Coast RLTP for 2012/13 – 2014/15 are considered to have significance to another region; and,
- Which, if any activities in the RLTP of a neighbouring region may be considered as being of significance to the West Coast.

Table 4 outlines the activities identified as having inter-regional significance.

Table 4: Activities of inter-regional significance

Region	Activity	Reasons for inter-regional significance
Canterbury	Stock truck effluent disposal site	Considered important by the Canterbury RTC to have their sites complemented with those in neighbouring regions.

Of particular importance to the West Coast are roading improvements to State Highway 73 between Rough Creek and Mingha Bluff. This project was signaled as being of inter-regional significance in the 2009 - 2012 RLTP but construction of this project is yet to be included in the Canterbury RLTP. This project now has an indicative construction start date of 2017/18.

9. Nationally or regionally significant activities likely to be recommended for inclusion in the next programme

Table 5 outlines the regionally significant activities that are expected to commence in the 3 years following this RLTP i.e. 2015/16 – 2017/18. Progress of projects on this list is subject to change depending on the how the projects rate in the contestable fund framework.

Table 5: Regionally significant activities expected to commence in years 2015/18

Activity	Delivery Agency
Gates of Haast – Construction in 2015 - 18 RLTP	NZ Transport Agency

10. Assessment of the relationship of police activities to the programme

As required under section 16(2)(b) of the LTMA, the RTC has assessed the relationship of police activities to this RLTP.

10.1 Assessment of Police Activities and the RLTP

In preparing this RLTP, the RTC took into account the New Zealand Road Policing Programme (which is a national level road policing plan for transport related activities delivered by the NZ Police) and the Safer Journeys road safety strategy.

The Road Policing Programme is funded from the NLTF (\$296.015 million nationally in 2010/11). The NZ Police commit 8 full time equivalents (FTE) to land transport related duties on the West Coast (4 FTE are committed to highway patrol region wide and 4 FTE are committed to the strategic traffic unit which is made up of two FTE in Greymouth and 1 FTE located in both Westport and Hokitika).

Police roading activities focus on the delivery of enforcement activities. However, the NZ Police also support and work with other organisations such as the District Councils and the West Coast Road Safety Coordinating Committee to deliver community and educational programmes.

The combination of these activities assist with achieving the priorities identified in this RLTP (safety and personal security) as well as reducing fatalities and serious injuries on the roads

of the region. This reduction assists with a notable economic benefit for the country. Enforcement activities also assist with achieving sensible speeds improving energy efficiency and reducing emissions, and the policing of safety is closely linked to security in public places as well as with general crime outdoors. When people feel safe they are more likely to use the land transport system and be mobile on foot and by cycle as well as by vehicle (aligning with the priority to increase use of active modes such as walking and cycling).

Conversely, road engineering and other activities identified in this RLTP also contribute to meeting the NZ Police targets relating to road safety through projects such as passing opportunities which make roads safer to use.

It is the shared view of both the RTC and the NZ Police that the issues, priorities and activities identified in this RLTP strongly support and align with NZ Police's road safety goals and vice versa. Police activities will make a positive contribution to addressing the issues and priorities in this RLTP.

10.2 Ongoing liaison, advocacy and coordination with Police

The NZ Police are represented on the RTC and have contributed to the development of the RLTS as well as to this RLTP.

Liaison and coordination also occurs as a result of the NZ Police being a core member of the West Coast Road Safety Coordinating Committee. The Committee oversees the annual development of the Road Safety Action Plan in accordance with the Safer Journeys approach of "a safe road system increasingly free of death and serious injury". Through these Action Plans, road safety risks are determined at the local level and the delivery of planned services is coordinated. 'At-risk' user groups are also identified and targeted for specific education.

The provision of the Community Road Safety Programme will continue throughout this RLTP but is dependent on the funding made available.

11. Monitoring implementation of the programme

This RLTP sets out how the transportation priorities of the region will be delivered over the next three years. The RLTP essentially outlines "how much" of certain activities will be undertaken and "when" this will be undertaken. A key reason underpinning the shift to a three yearly planning cycle was to allow a greater degree of flexibility in the delivery of a programme of works within a region.

Monitoring will be undertaken to ensure that the overall programme of activities contained in this RLTP is delivered in the manner envisaged. This monitoring is generally undertaken by each of the Councils as part of their annual plan reporting. Updates on progress made by the NZ Transport Agency on the State Highway network is made to the RTC at biannual meetings.

12. Policy relating to significance

The Regional Transport Committee has adopted the following policy to determine significance in respect of variations made to the Regional Land Transport Programme.

*"The following amendments or variations to the regional land transport programme are considered to be **not significant** for the purposes of consultation:*

- *Activities that are in the urgent interests of public safety; or*
- *A scope change that does not significantly alter the original objectives of a project (to be determined by the RTC), worth more than \$5 million; or,*
- *Replacement of a local authority project within a group of generic projects by another project and is less than or equal to \$1.5 million.*

-
- *Replacement of a State Highways project within a group of generic projects by another project and is less than or equal to \$4.5 million.*
 - *New preventive maintenance and emergency reinstatement activities.*
 - *Addition of an activity or activities that have previously been consulted and which the RTC considers complies with the provisions for funding approval in accordance with section 2 of the Land Transport Management Act."*

Glossary

Approved organisation	A regional council, a territorial authority or a public organisation approved by the Order in Council process. An approved organisation is able to receive funding from the NLTF. It is these organisations, along with the NZ Transport Agency that initiate proposals for land transport activities that are then taken into the planning and funding processes under the LTMA. They are then responsible for delivering the activities.
Financial assistance rate (FAR)	The percentage of the total cost of an approved activity that the NZ Transport Agency pays.
Government Policy Statement on Land Transport Funding (GPS)	The Government policy statement on land transport funding – the government's statement of its short- to medium-term goals for transport investment.
Local road	A road (other than a state highway) in the district, and under the control, of a local authority.
Local share	The portion of the total cost of an activity that is provided by an approved organisation.
Long term plan (LTP)	Produced by each local authority, a plan that describes its activities and provides a long term focus for its decision making. It must cover a period of 10 consecutive financial years though it is prepared every three years.
Land Transport Management Act 2003 (LTMA)	The main Act governing the land transport planning and funding system.
National Land Transport Fund (NLTF)	The set of resources, including land transport revenue, that are available for land transport activities under the NLTP.
National Land Transport Programme (NLTP)	A three yearly programme of investment in land transport infrastructure and services from the NLTF.
Regional Transport Committee	A committee required to be established by every regional council comprising a range of representatives, including from the regional council, local authorities, the NZ Transport Agency, one representing each of the five transport objectives and one from a cultural perspective. Its main functions are to prepare an RLTS and RLTP.
Regional Land Transport Programme (RLTP)	A three-yearly land transport infrastructure and services proposal for funding from the National Land Transport fund prepared by a Regional Transport Committee.
Regional Land Transport Strategy (RLTS)	A strategy that every Regional Transport Committee, on behalf of the regional council, must prepare, and consult on to provide guidance on the land transport outcomes the region seeks. The RLTS must be produced every six years, cover 30 years and contribute to its vision.
Road-controlling authorities	Authorities and agencies, including the NZ Transport Agency, local authorities, the Waitangi Trust and the Department of Conservation that have a legal responsibility for roading.
State Highway	A road operated by the NZ Transport Agency, as defined by the LTMA.
Special purpose road (SPR)	A local road that was historically accepted as a special purpose road in terms of section 104 (now repealed) of the Transit New Zealand Act 1989 (renamed the Government Roading Powers Act 1989 from 1 July 2008).

Appendix A: Activities included in the West Coast Regional Land Transport Programme

Table 6: Activities included in the West Coast RLTP

Activity or combination of activities	Total cost estimate	20012/13 cost estimate	2013/14 cost estimate	2014/15 cost estimate	Expected duration (months)
Buller District Council					
Denniston Track	\$200,000	\$200,000			3
Associated improvements	\$227,228	\$73,010	\$75,857	\$78,361	36
Drainage renewals SPR	\$170,422	\$54,758	\$56,893	\$58,771	36
Drainage renewals	\$475,554	\$152,800	\$158,758	\$163,996	36
Environmental maintenance SPR	\$333,378	\$107,116	\$111,294	\$114,968	36
Environmental maintenance	\$1,217,293	\$391,125	\$406,379	\$419,789	36
Level crossing warning devices	\$9,738	\$3,129	\$3,251	\$3,358	36
Network and asset management SPR	\$126,598	\$40,677	\$42,263	\$43,658	36
Network and asset management	\$908,913	\$292,040	\$303,430	\$313,443	36
Operational traffic management SPR	\$3,570	\$1,147	\$1,192	\$1,231	36
Routine drainage maintenance SPR	\$199,312	\$64,040	\$66,538	\$68,734	36
Routine drainage maintenance	\$1,050,119	\$337,411	\$350,570	\$362,138	36
Sealed pavement maintenance SPR	\$389,534	\$125,160	\$130,041	\$134,333	36
Sealed pavement maintenance	\$1,568,848	\$504,082	\$523,741	\$541,025	36
Sealed road pavement rehabilitation SPR	\$311,229	\$100,000	\$103,900	\$107,329	36
Sealed road pavement rehabilitation	\$552,061	\$177,531	\$184,225	\$190,305	36
Sealed road resurfacing SPR	\$530,740	\$170,531	\$177,181	\$183,028	36
Sealed road resurfacing	\$1,671,750	\$537,145	\$558,094	\$576,511	36
Structures component replacements SPR	\$81,153	\$26,075	\$27,092	\$27,986	36
Structures component replacements	\$82,451	\$26,492	\$27,525	\$28,434	36
Structures maintenance SPR	\$64,923	\$20,860	\$21,674	\$22,389	36
Structures maintenance	\$452,835	\$145,500	\$151,173	\$156,162	36
Traffic services maintenance SPR	\$24,347	\$7,823	\$8,128	\$8,396	36
Traffic services maintenance	\$767,707	\$246,670	\$256,290	\$264,747	36
Traffic services renewals	\$178,536	\$57,365	\$59,602	\$61,569	36
Traffic services renewals	\$529,088	\$170,000	\$176,630	\$182,458	36
Unsealed pavement maintenance SPR	\$19,477	\$6,258	\$6,502	\$6,717	36
Unsealed pavement maintenance	\$1,039,741	\$334,073	\$347,102	\$358,566	36
Unsealed road metalling SPR	\$8,116	\$2,608	\$2,709	\$2,799	36
Unsealed road metalling	\$314,874	\$101,171	\$105,117	\$108,586	36
Minor improvements 2012/15	\$122,066	\$39,221	\$40,750	\$42,095	36
Minor improvements 2012/16	\$590,160	\$189,623	\$197,018	\$203,519	36
Public Transport Programme 2012/15	\$155,614	\$50,000	\$51,950	\$53,664	36
W C Road Safety Promotion 2012/15	\$81,153	\$26,075	\$27,092	\$27,986	36
DOC (South Westland)					
Fox Glacier Access Road Terminal Raising 2012-15	\$300,000	\$100,000	\$100,000	\$100,000	36
Cycle path maintenance	\$448,545	\$157,384	\$195,817	\$95,344	36
Environmental maintenance	\$48,346	\$16,115	\$16,848	\$15,383	36
Network and asset management	\$305,214	\$102,125	\$99,288	\$103,801	36
Routine drainage maintenance	\$4,158	\$1,386	\$1,449	\$1,323	36
Sealed pavement maintenance	\$160,340	\$53,447	\$55,876	\$51,017	36
Sealed road resurfacing	\$356,000	\$356,000	\$0	\$0	36
Structures maintenance	\$11,801	\$3,934	\$4,112	\$3,755	36
Traffic services maintenance	\$9,544	\$3,181	\$3,326	\$3,037	36
Traffic services renewals	\$33,000	\$11,000	\$11,500	\$10,500	36
Unsealed pavement maintenance	\$114,338	\$38,113	\$39,845	\$36,380	36
Unsealed road metalling	\$66,000	\$22,000	\$23,000	\$21,000	36
Minor improvements 2012/15	\$124,581	\$61,174	\$36,084	\$27,323	36
Grey District Council					
Atarau Rd strengthening/widening	\$623,126			\$311,563	6
Taylorville-Blackball Rd strengthen	\$1,148,944	\$291,444	\$270,500	\$270,500	6
Arnold Bridge Strengthening	\$337,950				6
Arnold Valley Road Reconstruction	\$866,250				6
Deep Creek No 1 Bridge Replacement	\$442,472				6
Associated improvements	\$912,659	\$293,797	\$304,783	\$314,079	36
Cycle path maintenance	\$0	\$0	\$0	\$0	36

Activity or combination of activities	Total cost estimate	20012/13 cost estimate	2013/14 cost estimate	2014/15 cost estimate	Expected duration (months)
Drainage renewals	\$363,567	\$117,038	\$121,413	\$125,116	36
Environmental maintenance	\$1,304,621	\$419,886	\$435,679	\$449,056	36
Level crossing warning devices	\$118,739	\$20,892	\$48,189	\$49,658	36
Network and asset management	\$900,049	\$289,739	\$300,571	\$309,739	36
Operational traffic management	\$49,833	\$16,042	\$16,642	\$17,149	36
Routine drainage maintenance	\$810,694	\$260,974	\$270,732	\$278,988	36
Sealed pavement maintenance	\$1,963,550	\$632,093	\$655,729	\$675,728	36
Sealed road pavement rehabilitation	\$1,514,006	\$487,379	\$505,603	\$521,024	36
Sealed road resurfacing	\$3,720,301	\$1,197,615	\$1,242,397	\$1,280,289	36
Structures component replacements	\$1,587,387	\$511,002	\$530,109	\$546,276	36
Structures maintenance	\$393,853	\$126,787	\$131,527	\$135,539	36
Traffic services maintenance	\$1,119,675	\$360,380	\$373,856	\$385,439	36
Traffic services renewals	\$608,237	\$195,800	\$203,121	\$209,316	36
Unsealed pavement maintenance	\$289,243	\$93,111	\$96,593	\$99,539	36
Unsealed road metalling	\$505,219	\$162,637	\$168,718	\$173,864	36
Minor improvements 2012/15	\$904,202	\$291,075	\$301,959	\$311,168	36
Nelson Creek Road Reconstruction	\$633,000				6
Rough River Bridge Replacement Atarau Road	\$3,859,100	\$3,859,100			10
W C Road Safety Promotion 2012-15	\$83,764	\$26,886	\$27,977	\$28,901	36
NZTA Highway & Network Operations					
Activity management Plan West Coast 12/15	\$656,250	\$218,750	\$218,750	\$218,750	36
Community Advertising 12/15 - West Coast	\$31,515	\$10,505	\$10,505	\$10,505	36
Improved Driver Information - West Coast	\$669,001	\$189,667	\$139,667	\$339,667	36
Jacksons Stock Truck Effluent Disposal	\$750,000		\$750,000		12
Associated improvements	\$1,359,000	\$453,000	\$453,000	\$453,000	36
Drainage renewals	\$44,010	\$14,670	\$14,670	\$14,670	36
Environmental maintenance	\$7,863,990	\$2,621,330	\$2,621,330	\$2,621,330	36
Environmental renewals	\$54,990	\$18,330	\$18,330	\$18,330	36
Level crossing warning devices	\$53,439	\$17,813	\$17,813	\$17,813	36
Network and asset management	\$8,785,059	\$2,928,353	\$2,928,353	\$2,928,353	36
Operational traffic management	\$1,793,766	\$615,318	\$621,255	\$557,193	36
Property management (State highways)	\$2,343,750	\$781,250	\$781,250	\$781,250	36
Routine drainage maintenance	\$2,480,790	\$826,930	\$826,930	\$826,930	36
Sealed pavement maintenance	\$9,368,214	\$3,122,738	\$3,122,738	\$3,122,738	36
Sealed road pavement rehabilitation	\$5,253,810	\$1,751,270	\$1,751,270	\$1,751,270	36
Sealed road resurfacing	\$9,793,020	\$3,264,340	\$3,264,340	\$3,264,340	36
Structures component replacements	\$1,643,010	\$547,670	\$547,670	\$547,670	36
Structures maintenance	\$2,639,814	\$879,938	\$879,938	\$879,938	36
Traffic services maintenance	\$3,938,610	\$1,312,870	\$1,312,870	\$1,312,870	36
Traffic services renewals	\$207,510	\$69,170	\$69,170	\$69,170	36
Minor improvements 2012/15	\$2,918,925	\$972,975	\$972,975	\$972,975	36
Preventive Maintenance West Coast 12/15	\$1,344,045	\$448,015	\$448,015	\$448,015	36
Property Acquisition Block and Fees - West Coast	\$2,812,500	\$937,500	\$937,500	\$937,500	36
Safety Retrofit - West Coast	\$1,459,461	\$486,487	\$486,487	\$486,487	36
Seismic Retrofit - West Coast	\$991,000	\$208,000	\$723,000	\$60,000	36
Taramakau Bridge Safety Improvement Investigation	\$50,000	\$50,000			12
Taramakau Bridge Safety Improvement Design	\$50,000	\$50,000			12
Taramakau Bridge Safety Improvement Construction	\$1,000,000	\$1,000,000			12
West Coast HNO Sub-regional Corridor Study	\$100,000		\$50,000	\$50,000	24
Passing Opportunity Improvements Design	\$68,000	\$34,000	\$34,000		12
Passing Opportunity Improvements Investigation	\$109,000			\$109,000	12
Passing Opportunity Improvements Construction	\$2,527,000				12
West Coast Regional Council					
Bus services	\$18,600	\$6,000	\$6,200	\$6,400	36
Total mobility flat rate payments	\$18,600	\$6,000	\$6,200	\$6,400	36
Total mobility operations	\$235,000	\$76,000	\$78,000	\$81,000	36
Transport Planning	\$113,500	\$26,500	\$43,000	\$44,000	36
Road Safety Promotion 2012/15 High Fit	\$45,808	\$14,739	\$15,054	\$16,015	36
Westland District Council					
Drainage renewals SPR	\$71,553	\$23,000	\$23,897	\$24,656	36
Drainage renewals	\$466,650	\$150,000	\$155,850	\$160,800	36
Environmental maintenance SPR	\$186,660	\$60,000	\$62,340	\$64,320	36
Environmental maintenance	\$839,971	\$270,000	\$280,531	\$289,440	36

Activity or combination of activities	Total cost estimate	2012/13 cost estimate	2013/14 cost estimate	2014/15 cost estimate	Expected duration (months)
Level crossing warning devices	\$31,110	\$10,000	\$10,390	\$10,720	36
Network and asset management SPR	\$161,772	\$52,000	\$54,028	\$55,744	36
Network and asset management	\$933,300	\$300,000	\$311,700	\$321,600	36
Routine drainage maintenance	\$60,665	\$19,500	\$20,261	\$20,904	36
Routine drainage maintenance	\$451,095	\$145,000	\$150,655	\$155,440	36
Sealed pavement maintenance SPR	\$342,211	\$110,000	\$114,291	\$117,920	36
Sealed pavement maintenance	\$1,524,390	\$490,000	\$509,110	\$525,280	36
Sealed road pavement rehabilitation	\$0	\$0	\$0	\$0	36
Sealed road resurfacing SPR	\$435,540	\$140,000	\$145,460	\$150,080	36
Sealed road resurfacing	\$2,333,250	\$750,000	\$779,250	\$804,000	36
Structures component replacements SPR	\$144,662	\$46,500	\$48,314	\$49,848	36
Structures component replacements	\$544,425	\$175,000	\$181,825	\$187,600	36
Structures maintenance SPR	\$93,330	\$30,000	\$31,170	\$32,160	36
Structures maintenance	\$233,325	\$75,000	\$77,925	\$80,400	36
Traffic services maintenance SPR	\$62,220	\$20,000	\$20,780	\$21,440	36
Traffic services maintenance	\$466,650	\$150,000	\$155,850	\$160,800	36
Traffic services renewals SPR	\$15,555	\$5,000	\$5,195	\$5,360	36
Traffic services renewals	\$388,875	\$125,000	\$129,875	\$134,000	36
Unsealed pavement maintenance	\$1,104,405	\$355,000	\$368,845	\$380,560	36
Unsealed road metalling	\$777,750	\$250,000	\$259,750	\$268,000	36
Minor improvements 2012/15 SPR	\$78,709	\$25,300	\$26,287	\$27,122	36
Minor improvements 2012/16	\$504,760	\$162,250	\$168,578	\$173,932	36
Bus services	\$93,330	\$30,000	\$31,170	\$32,160	36
West Coast Road Safety Promotion 2012/15	\$81,400	\$26,100	\$27,200	\$28,100	36

Appendix B: Process for the prioritisation of activities

The following section outlines the prioritisation process used in developing this RLTP.

Prioritisation of projects

As required by the LTMA, the RTC has prioritised certain projects or groups of activities submitted by approved organisations and the NZ Transport Agency. This allows national funding to be allocated to the highest priority projects when funding is limited.

The prioritised list of the activities for the first three financial years of the RLTP (i.e. 2012/13 – 2014/15) must address:

- all State Highway activities;
- major local road improvements over \$4.5 million;
- new public transport activities or services; and,
- community activities (road safety and education).

To assist in the prioritisation of the aforementioned projects, the RTC has adopted the following process.

1. A number of activities that require inclusion in the RLTP are automatically given a priority rating of 1 due to their importance in the continued provision of transport activities on the West Coast. These activities are:
 - Regional Transport Administration – this is the funding to service the work of the Regional Transport Committee to meet the statutory requirements of developing, consulting on, implementing, monitoring and varying a RLTS and RLTP. As these are the high level statutory documents that set direction for the transport sector for the Region, this activity has been given top priority.
 - State Highway maintenance, operations and renewals programme – the maintenance of the network cannot be evaluated appropriately in the prioritisation process. However it is essential that the State Highway infrastructure already in place is maintained and therefore this activity has been given a priority rating of 1.
2. Projects to be prioritised were individually assessed in accordance with the NZ Transport Agency's assessment criteria of:
 - The **strategic fit** of the project considers how an identified problem, issue or opportunity aligns with the NZ Transport Agency's strategic investment direction, which derives from the GPS. Strategic fit ensures that the activities the NZ Transport Agency invests in demonstrate the potential contribution to outcomes that are significant from a national perspective.
 - The **effectiveness** assessment factor considers the contribution that the proposed solution makes towards achieving the potential identified in the strategic fit assessment, and to the purpose and objectives of the LTMA.
 - The **efficiency** of the proposed activity is a measure of value for money based upon a benefit/cost ratio (BCR). Where the BCR is less than 2 = Low; between 2 and 4 = Medium; greater than 4 = High.
 - A fourth criterion of **alignment with RLTS** is also applied to the prioritisation of activities to provide an indicator of the activity's fit with the priorities of the Region.

Added to these criterion is the certainty of the project going ahead.

The following table shows the priority order of assessment profiles for activities. The prioritisation process weights the assessment factors in order of strategic fit, effectiveness and economic efficiency. Advice from the NZ Transport Agency indicates that projects with a ranking of more than 4 will not be funded unless the region has a surplus of R funds that have not been used for higher ranked projects.

Table 7: Assessment Profile

Strategic fit, effectiveness, economic efficiency	Priority	
HHH	1	Projects likely to be funded
HHM, HMH, MHH	2	
HHL, HMM	3	
HLH, MHM, MMH	4	
LHH, HML	5	Projects unlikely to be funded unless surplus of R funds available.
HLM, MHL, MMM	6	
MLH, LHM, LMH	7	
HLL, MML, MLM, LHL	8	
LMM, LLH	9	
MLL, MLM, LLM	10	
LLL	11	

H = High, M = Medium, L = Low

Inclusion of non-prioritised projects in the RLTP

The following activities must be included in the RLTP but without prioritisation:

- Local road maintenance;
- Local road renewals;
- Local road minor capital works; and,
- Existing public transport services.

Definition of local road minor capital works

The RTC has adopted the following definition of activities that shall be deemed to be minor capital works within the 'new and improved infrastructure for local roads' activity class.

"For the purpose of the West Coast Regional Land Transport Programme, the definition of Local Road Minor Capital Works is to be taken to mean capital projects associated with local roads, including associated property purchase, that meet all of the following criteria:

- *Are wholly within a single territorial authority area.*
- *Have a capital cost of less than or equal to \$4.5 million (the limit for individual improvement projects within a block allocation).*
- *Do not use R funds."*

Definition of existing public transport services

Existing passenger transport services are defined in the NZ Transport Agency's Planning, Programming, and Funding Manual as follows:

"Existing services means the level of services in place in the financial year prior to the period to which the RLTP applies, but may include minor changes to those services. Minor services include:

- *Changes to routes, service frequency or other aspects of service quality with a total cost of:*
 - *Up to 5 percent of the current passenger transport block allocation, or*
 - *\$250,000, which ever is greater*
- *Minor, improved or replaced facilities associated with maintaining existing services up to the levels allowed in the above work categories."*

Appendix C: 10-year forecast expenditure profiles**Tables of forecast expenditure:**

Table 8 - Transport Planning

Table 9 – Road User Safety

Table 10 – Public Transport Services

Table 11 – Maintenance and Operation of Local Roads

Table 12 – Renewal of Local Roads

Table 13 – New and Improved Infrastructure for Local Roads

Table 14 – State Highway Activities

Table 8 – Transport Planning

Table 8a - Total escalated forecast expenditure												
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	FAR	
West Coast Highway & Network Operations	\$218,750	\$268,750	\$268,750	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	100%	
West Coast Regional Council	\$26,500	\$43,000	\$44,000	\$29,000	\$47,000	\$48,000	\$32,000	\$51,000	\$53,000	\$35,000	69.47% 2012/13 68.78% 2013/14 -	
Total	\$245,250	\$311,750	\$312,750	\$79,000	\$97,000	\$98,000	\$82,000	\$101,000	\$103,000	\$85,000		

Table 8b - Call on NLTA funds												
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
West Coast Highway & Network Operations	\$218,750	\$268,750	\$268,750	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000		
West Coast Regional Council	\$18,410	\$29,575	\$30,263	\$19,946	\$32,327	\$33,014	\$22,010	\$35,078	\$36,453	\$24,073		
Total	\$237,160	\$298,325	\$299,013	\$69,946	\$82,327	\$83,014	\$72,010	\$85,078	\$86,453	\$74,073		

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share

Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 9 – Road User Safety

Table 9a - Total escalated forecast expenditure												
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	FAR	
Buller District Council	\$26,075	\$27,092	\$27,986	\$28,000	\$29,000	\$30,000	\$31,000	\$32,000	\$33,000	\$34,000	69% 2012/13 68% 2013/14 -	
Grey District Council	\$28,043	\$29,092	\$29,979	\$31,054	\$32,022	\$32,963	\$34,039	\$35,222	\$36,512	\$37,776	71% 2012/13 70% 2013/14	
West Coast Highway & Network Operations	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	100%	
West Coast Regional Council	\$14,739	\$15,054	\$16,015	\$16,500	\$16,500	\$16,700	\$16,700	\$16,900	\$16,900	\$17,000	69.47% 2012/13 68.78% 2013/14 -	
Westland District Council	\$26,100	\$27,200	\$28,100	\$29,000	\$30,000	\$31,000	\$32,000	\$33,000	\$34,000	\$35,000	68%	
Total	\$105,457	\$108,938	\$112,580	\$115,054	\$118,022	\$121,163	\$124,239	\$127,622	\$130,912	\$134,276		

Table 9b - Call on NLTA funds

Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Buller District Council	\$17,992	\$18,423	\$19,030	\$19,040	\$19,720	\$20,400	\$21,080	\$21,760	\$22,440	\$23,120
Grey District Council	\$19,911	\$20,364	\$20,985	\$21,738	\$22,415	\$23,074	\$23,827	\$24,655	\$25,558	\$26,443
West Coast Highway & Network Operations	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500	\$10,500
West Coast Regional Council	\$10,239	\$10,354	\$11,015	\$11,349	\$11,349	\$11,486	\$11,486	\$11,624	\$11,624	\$11,693
Westland District Council	\$17,748	\$18,496	\$19,108	\$19,720	\$20,400	\$21,080	\$21,760	\$22,440	\$23,120	\$23,800
Total	\$76,389	\$78,137	\$80,639	\$82,347	\$84,384	\$86,540	\$88,654	\$90,979	\$93,242	\$95,556

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share
 Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 10 – Public Transport Services

Table 10a - Total escalated forecast expenditure												
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	FAR	
Buller District Council	\$50,000	\$51,950	\$53,664	\$58,811	\$57,820	\$59,844	\$63,075	\$64,968	\$68,086	\$71,354	50%	
West Coast Regional Council	\$82,000	\$87,500	\$88,500	\$91,000	\$91,500	\$92,000	\$94,000	\$95,000	\$96,500	\$97,000	50%	
Westland District Council	\$30,000	\$31,170	\$32,160	\$33,000	\$34,000	\$35,000	\$36,000	\$37,000	\$38,000	\$39,000	50%	
Total	\$162,000	\$170,620	\$174,324	\$182,811	\$183,320	\$186,844	\$193,075	\$196,968	\$202,586	\$207,354		

Table 10b - Call on NLTA funds										
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Buller District Council	\$25,000	\$25,975	\$26,832	\$29,406	\$28,910	\$29,922	\$31,538	\$32,484	\$34,043	\$35,677
West Coast Regional Council	\$41,000	\$43,750	\$44,250	\$45,500	\$45,750	\$46,000	\$47,000	\$47,500	\$48,250	\$48,500
Westland District Council	\$15,000	\$15,585	\$16,080	\$16,500	\$17,000	\$17,500	\$18,000	\$18,500	\$19,000	\$19,500
Total	\$81,000	\$85,310	\$87,162	\$91,406	\$91,660	\$93,422	\$96,538	\$98,484	\$101,293	\$103,677

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share

Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 11 – Maintenance and Operation of Local Roads

Table 11a - Total escalated forecast expenditure												
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	FAR	
Buller District Council	\$2,255,177	\$2,343,128	\$2,420,459	\$2,715,184	\$2,812,931	\$3,068,598	\$3,312,368	\$3,160,656	\$3,312,368	\$3,471,361	59% 2012/13 58% 2013/14 -	
Buller District Council SPR	\$373,081	\$387,632	\$400,426	\$417,000	\$417,000	\$417,000	\$417,000	\$417,000	\$417,000	\$417,000	100%	
DOC (South Westland)	\$375,685	\$416,561	\$310,040	\$309,500	\$309,500	\$309,500	\$309,500	\$309,500	\$309,500	\$309,500	100%	
Grey District Council	\$2,219,904	\$2,329,518	\$2,400,835	\$3,113,339	\$3,210,378	\$3,304,722	\$3,412,543	\$3,531,147	\$3,660,532	\$3,787,222	61% 2012/13 60% 2013/14 -	
Westland District Council	\$1,795,000	\$1,865,006	\$1,924,240	\$1,996,040	\$2,060,660	\$2,123,485	\$2,195,285	\$2,274,265	\$2,360,425	\$2,444,790	58%	
Westland District Council SPR	\$272,000	\$282,609	\$291,584	\$304,000	\$304,000	\$304,000	\$304,000	\$304,000	\$304,000	\$304,000	100%	
Total	\$7,290,847	\$7,624,454	\$7,747,584	\$8,855,063	\$9,114,469	\$9,527,305	\$9,950,696	\$9,996,568	\$10,363,825	\$10,733,873		

Table 11b - Call on NLTA funds												
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22		
Buller District Council	\$1,330,554	\$1,359,014	\$1,403,866	\$1,574,807	\$1,631,500	\$1,779,787	\$1,921,173	\$1,833,180	\$1,921,173	\$2,013,389		
Buller District Council SPR	\$373,081	\$387,632	\$400,426	\$417,000	\$417,000	\$417,000	\$417,000	\$417,000	\$417,000	\$417,000		
DOC (South Westland)	\$375,685	\$416,561	\$310,040	\$309,500	\$309,500	\$309,500	\$309,500	\$309,500	\$309,500	\$309,500		
Grey District Council	\$1,354,141	\$1,397,711	\$1,440,501	\$1,868,003	\$1,926,227	\$1,982,833	\$2,047,526	\$2,118,688	\$2,196,319	\$2,272,333		
Westland District Council	\$1,041,100	\$1,081,703	\$1,116,059	\$1,157,703	\$1,195,183	\$1,231,621	\$1,273,265	\$1,319,074	\$1,369,047	\$1,417,978		
Westland District Council SPR	\$272,000	\$282,609	\$291,584	\$304,000	\$304,000	\$304,000	\$304,000	\$304,000	\$304,000	\$304,000		
Total	\$4,746,561	\$4,925,230	\$4,962,476	\$5,631,013	\$5,783,410	\$6,024,741	\$6,272,464	\$6,301,442	\$6,517,039	\$6,734,200		

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share
Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 12 – Renewal of Local Roads

Table 12a - Total escalated forecast expenditure													
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	FAR		
Buller District Council	\$1,238,149	\$1,286,206	\$1,328,651	\$1,663,155	\$1,729,681	\$1,791,950	\$1,854,668	\$1,954,820	\$2,013,465	\$2,110,111	59% 2012/13	58% 2013/14 -	
Buller District Council SPR	\$353,972	\$367,775	\$379,913	\$399,000	\$399,000	\$399,000	\$399,000	\$399,000	\$399,000	\$399,000		100%	
DOC (South Westland)	\$489,000	\$134,500	\$131,500	\$31,000	\$31,000	\$31,000	\$31,000	\$31,000	\$31,000	\$31,000		100%	
Grey District Council	\$2,965,268	\$3,076,144	\$3,169,964	\$3,256,739	\$3,358,247	\$3,456,936	\$3,569,724	\$3,693,790	\$3,829,135	\$3,961,660	61% 2012/13	60% 2013/14 -	
Westland District Council	\$1,450,000	\$1,506,550	\$1,554,400	\$1,612,400	\$1,664,600	\$1,715,350	\$1,773,350	\$1,837,150	\$1,906,750	\$1,974,900	58%		
Westland District Council SPR	\$214,500	\$222,866	\$229,944	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000		100%	
Total	\$6,710,889	\$6,594,041	\$6,794,372	\$7,202,294	\$7,422,528	\$7,634,236	\$7,867,742	\$8,505,760	\$8,419,350	\$8,716,671			

Table 12b - Call on NLTA funds

Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Buller District Council	\$730,508	\$745,999	\$770,618	\$964,630	\$1,003,215	\$1,039,331	\$1,075,707	\$1,133,796	\$1,167,810	\$1,223,864
Buller District Council SPR	\$353,972	\$367,775	\$379,913	\$399,000	\$399,000	\$399,000	\$399,000	\$399,000	\$399,000	\$399,000
DOC (South Westland)	\$489,000	\$134,500	\$131,500	\$31,000	\$31,000	\$31,000	\$31,000	\$31,000	\$31,000	\$31,000
Grey District Council	\$1,808,813	\$1,845,686	\$1,901,978	\$1,954,043	\$2,014,948	\$2,074,162	\$2,141,834	\$2,216,274	\$2,297,481	\$2,376,996
Westland District Council	\$841,000	\$873,799	\$901,552	\$935,192	\$965,468	\$994,903	\$1,028,543	\$1,065,547	\$1,105,915	\$1,145,442
Westland District Council SPR	\$214,500	\$222,866	\$229,944	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000
Total	\$4,437,793	\$4,190,625	\$4,315,505	\$4,523,865	\$4,653,631	\$4,778,396	\$4,916,084	\$5,435,617	\$5,241,206	\$5,416,302

Notes:

NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share
Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

Table 13 – New and Improved Infrastructure for Local Roads

Table 13a - Total escalated forecast expenditure													
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	FAR		
Buller District Council	\$428,844	\$237,768	\$245,614	\$250,000	\$260,000	\$270,000	\$280,000	\$290,000	\$300,000	\$310,000	\$310,000	69% 2012/13	68% 2013/14
DOC (South Westland)	\$61,174	\$36,084	\$27,323	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	100%	
Grey District Council	\$4,441,619	\$572,459	\$893,231	\$1,152,005	\$1,438,162	\$1,247,341	\$1,262,717	\$1,349,048	\$1,639,659	\$1,752,607	\$1,752,607	71% 2012/13	70% 2013/14
Westland District Council	\$187,550	\$194,865	\$201,054	\$210,000	\$220,000	\$230,000	\$240,000	\$250,000	\$260,000	\$270,000	\$270,000	68%	
Westland District Council SPR	\$25,300	\$26,287	\$27,122	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	100%	
Total	\$5,144,487	\$1,067,463	\$1,394,344	\$1,669,005	\$1,975,162	\$1,804,341	\$1,839,717	\$1,946,048	\$2,256,659	\$2,389,607	\$2,389,607		

Table 13b - Call on NLTA funds													
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22			
Buller District Council	\$295,902	\$161,682	\$167,018	\$170,000	\$176,800	\$183,600	\$190,400	\$197,200	\$204,000	\$210,800	\$210,800		
DOC (South Westland)	\$61,174	\$36,084	\$27,323	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000		
Grey District Council	\$3,153,549	\$400,721	\$625,262	\$806,404	\$1,006,713	\$873,139	\$883,902	\$944,334	\$1,147,761	\$1,226,825	\$1,226,825		
Westland District Council	\$127,534	\$132,508	\$136,717	\$142,800	\$149,600	\$156,400	\$163,200	\$170,000	\$176,800	\$183,600	\$183,600		
Westland District Council SPR	\$25,300	\$26,287	\$27,122	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000		
Total	\$3,663,459	\$757,282	\$983,442	\$1,176,204	\$1,390,113	\$1,270,139	\$1,294,502	\$1,368,534	\$1,585,561	\$1,678,225	\$1,678,225		

Notes:
 NLTA share = total forecast expenditure times FAR rate plus, for TLA's 2.25% admin on NLTA share
 Forecast expenditure excludes admin as it comes from 10 yr forecasts by activity class

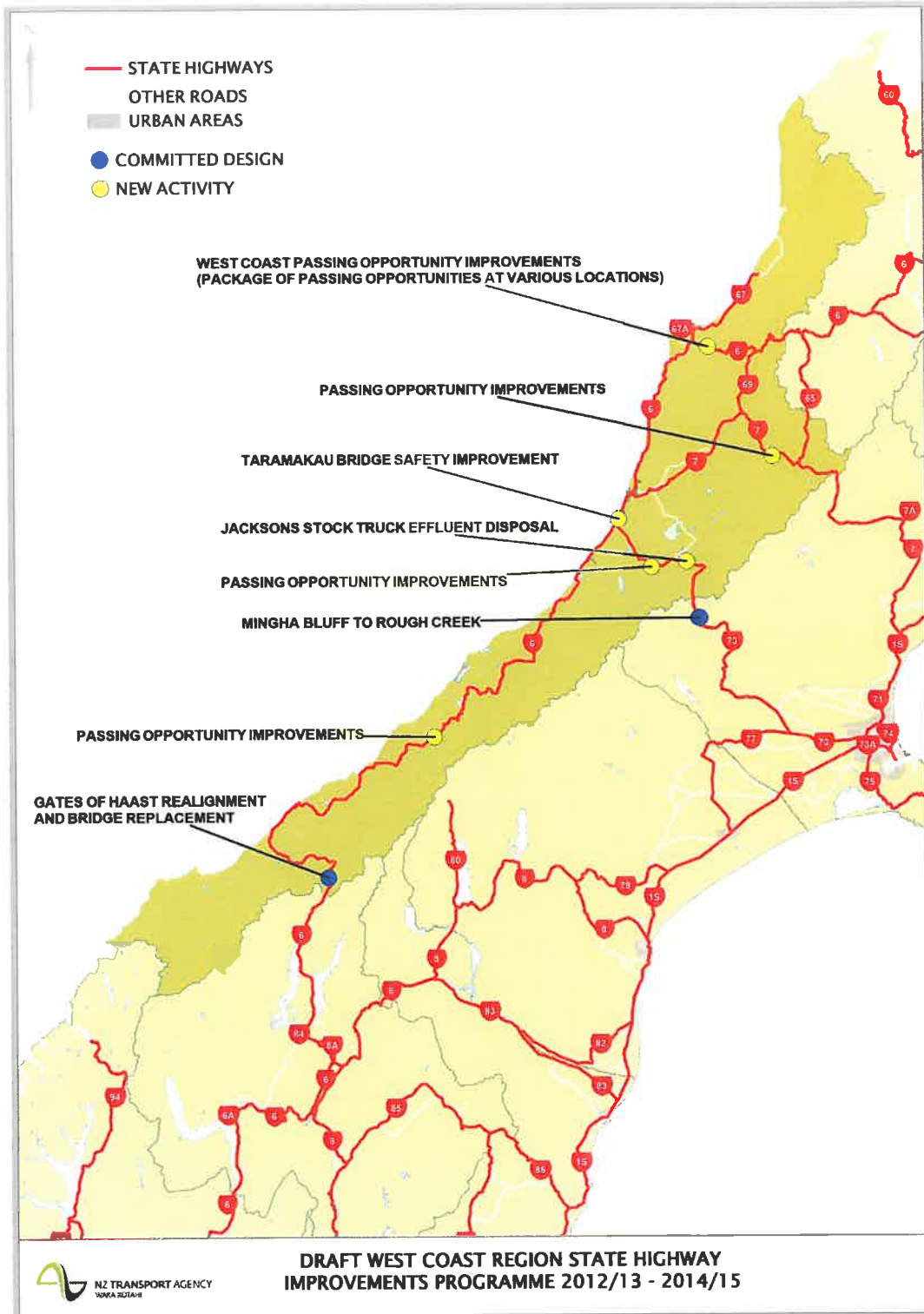
Table 14 – State Highway Activities

Table 14a - Total escalated forecast expenditure												
Delivery agency	20012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	FAR	
Maintenance and operation of State Highways	\$13,106,540	\$13,112,477	\$13,048,415	\$13,048,415	\$13,048,415	\$13,048,415	\$13,048,415	\$13,048,415	\$13,048,415	\$13,048,415	100%	
New & improved infrastructure for State Highways	\$3,928,629	\$4,043,629	\$2,905,629	\$1,400,000	\$1,500,000	\$700,000	\$6,100,000	\$7,000,000	\$8,000,000	\$9,000,000	100%	
Renewal of State Highways	\$6,118,450	\$6,118,450	\$6,118,450	\$6,118,450	\$6,118,450	\$6,118,450	\$6,118,450	\$6,118,450	\$6,118,450	\$6,118,450	100%	

Notes:

This sheet excludes State Highway Transport Planning Road User Safety Programmes which are included in other tables for these activities.
Forecast expenditure excludes admin as it comes from the 10 yr forecasts by activity class.

Appendix D: West Coast State Highway Improvement Programme 2012-15



THE WEST COAST REGIONAL COUNCIL

Prepared for: Resource Management Committee
 Prepared by: Colin Dall - Consents & Compliance Manager
 Date: 27 April 2012

Subject: CONSENTS MONTHLY REPORT

CONSENTS

Consents Site Visits from 28 March – 26 April 2012

DATE	NAME, ACTIVITY & LOCATION	PURPOSE
16/4/12	PA12011 - W Foster, Onsite wastewater discharge, Candlelight	To assess the proposed onsite sewage treatment system against Rules 6 (RPDL) and 77 (PRLWP).
18/4/12	Lake Kaniere Development Limited, Proposed subdivision, Lake Kaniere	To assess the proposed onsite sewage treatment system against Rules 6 (RPDL) and 77 (PRLWP).

Non-Notified Resource Consents Granted from 28 March – 26 April 2012

CONSENT NO. & HOLDER	PURPOSE OF CONSENT
RC11217 Phelps Mining Ltd	To undertake earthworks associated with alluvial gold mining at Pine Creek, within MP54217 near Southside, Hokitika. To take and use water for alluvial gold mining at Pine Creek, within MP54217. To discharge sediment-laden water to land in circumstances where it may enter water (Pine Creek). To discharge sediment-laden water Pine Creek and/or its tributaries.
RC11230 Humphreys Mining Ltd	To undertake earthworks associated with alluvial gold mining near Fox Creek just north of the Arahura River To take and use water from Fox Creek for alluvial gold mining. To take and use water from Stoney Creek for alluvial gold mining. To discharge sediment-laden water to land where it may enter water (Fox Creek) associated with alluvial gold mining activities.
RC12001 DA Newton	To erect and maintain a flood protection structure in the bed of the Taramakau River.
RC12018 M van der Wilt	To take and use surface water from the Hinatua River, a tributary of the Poerua River, for the purpose of black sand mining. To take coastal water from the Saltwater Lagoon.

RC12027 M Christiansen	<p>To disturb the bed of the Buller River associated with gold mining with a suction dredge.</p> <p>To discharge sediment to water in the Buller River associated with gold mining with a suction dredge.</p> <p>To take and use water from the Buller River for the purpose of gold mining with a suction dredge.</p>
RC12028 PB & DM Langford Ltd	<p>To undertake earthworks associated with humping and hollowing activities at Karamea.</p> <p>To undertake vegetation disturbance associated with tracking and clearance activities for the purpose of road building at Karamea.</p> <p>To discharge sediment from humping and hollowing activities to land where it may enter water, Karamea.</p> <p>To discharge sediment from tracking and vegetation clearance activities for the purpose of road building to land where it may enter water (namely Granite Creek), Karamea.</p>
RC12032 G Cooper	<p>To undertake creek bed disturbance associated with gold mining and diversion of an unnamed tributary of Kapitea Creek.</p> <p>To undertake gold mining activities within the riparian margin of an unnamed tributary of Kapitea Creek.</p> <p>To divert water within an unnamed tributary of Kapitea Creek.</p>
RC12037 Department of Conservation	<p>To discharge contaminants to land during "remedial activities" at a contaminated site (Prohibition Mill Site, Waiuta) where those contaminants may enter water in the catchment of Corrang Creek.</p> <p>To take water from an unnamed tributary of Corrang Creek.</p>
RC12038 M Ferguson	<p>To undertake creek bed disturbance associated with the construction of a culvert, a diversion channel and some protection works within Watsons Creek.</p> <p>To undertake earthworks and vegetation clearance within the Greymouth Earthworks Control Area associated with protection works on Watsons Creek.</p> <p>To divert water within Watsons Creek.</p>
RC12050 The Proprietors of Mawhera Incorporation	<p>To disturb the dry bed of the Arahura River for the purpose of extracting gravel.</p>
RC12051 Department of Conservation	<p>To authorise the aerial discharge of 1080 (sodium monofluoroacetate) possum control cereal pellets (at a sowing rate of up to 3 kg per hectare), containing up to 0.15% weight/weight of 1080, to land in the Mokihinui River Catchment.</p>
RC12053 New Zealand Railways Corporation	<p>To disturb the bed of an unnamed creek for the purpose of replacing Rail Bridge 21, Chesterfield.</p> <p>To disturb the riparian margins of the unnamed creek for the</p>

	purpose of replacing Rail Bridge 21, Chesterfield.
	To temporarily divert water for the purpose of replacing Rail Bridge 21, Chesterfield.
	The incidental discharge of sediment to the unnamed creek for the purpose of replacing Rail Bridge 21, Chesterfield.
RC12056 Graburn Farms Ltd	To discharge treated dairy effluent to land and surface water (a farm drain/unnamed tributary that flows in to the Grey River) near DS443, Atarau.
RC12059 New Zealand Transport Agency	To undertake earthworks and vegetation disturbance within the riparian margin of a waterway.
	The incidental release of sediment associated with earthworks, vegetation clearance and culvert placement.
RC12061 GB Hill & Westland Processors Ltd	To construct a diversion channel within the bed and banks of Nelson Creek.
	To divert water, Nelson Creek.
RC12062 Roa Mining Company Ltd	To undertake earthworks and vegetation clearance including on slopes greater than 25 degrees associated with the opportunistic opencast mining of coal, Roa Mine.
RC12067 Westland Milk Products	To discharge milk and milk products to land where they may enter water, various locations.
RC12068 AJ Birchfield	To undertake earthworks and vegetation disturbance within the Greymouth Earthworks Control Area associated with tracking for geotechnical investigation, Karoro.
RC12069 Paul Steegh Contracting Ltd	To disturb the dry bed of the Crooked River for the purpose of extracting gravel.
RC12070 Solid Energy New Zealand Ltd	To discharge water containing contaminants from exploratory drilling operations to land within the Waimangaroa exploration permits (EP40720 and EP50798).
RC12071 Solid Energy New Zealand Ltd	To discharge water containing contaminants from exploratory drilling operations to land within the Inangahua exploration permit (EP40641), near Berlins.

Changes to Consent Conditions Granted from 28 March – 26 April 2012

CONSENT NO, HOLDER & LOCATION	PURPOSE OF CHANGE
RC07011 Solid Energy New Zealand Ltd Stockton Coal Mine	To increase the volume of cement kiln dust discharged to land and to change the monitoring conditions.
RC10012 Westside Mining Ltd Notown	To extend the gold mining area.
RC10112 McKay Mining Ltd Maruia	To extend the gold mining area and to change the discharge location.

RC10262 Utopia Horizon Investments Ltd Fairdown Beach, Westport	To allow for the use of a beach grooming machine when undertaking black sand gold mining.
RC11041 Department of Conservation Moonlight Creek	To increase the volume of gravel allowed to be extracted.

Limited Notified or Notified Resource Consents Granted from 28 March – 26 April 2012

CONSENT NO. & HOLDER	PURPOSE OF CONSENT
RC11086 New Zealand Transport Agency	To divert water in McDermotts Creek for the purpose of emergency works. To divert water in Stony Creek for the purpose of emergency works. To divert water in Ribbonwood Creek for the purpose of emergency works.
RC11153 New Zealand Transport Agency	To disturb the bed of Canoe Creek to undertake stream training works. To disturb the bed of Bullock Creek to undertake stream training works. To divert water, Canoe Creek. To divert water, Bullock Creek. To discharge sediment to water from stream training works, Canoe Creek. To discharge sediment to water from stream training works, Bullock Creek. To alter the foreshore/seabed while undertaking stream training works, Bakers Creek. To divert water in the Coastal Marine Area, Bakers Creek. To discharge sediment to the Coastal Marine Area associated with stream training works, Bakers Creek.

Public Enquiries

29 written public enquiries were responded to during the reporting period. 24 (83%) were answered on the same day, 2 (7%) the following day, and the remaining 3 (10%) no more than 10 working days later.

RECOMMENDATION

That the May 2012 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
 Date: 1 June 2012

Subject: CONSENTS MONTHLY REPORT

CONSENTS

Consents Site Visits from 27 April – 23 May 2012

DATE	NAME, ACTIVITY & LOCATION	PURPOSE
2/5/12	RC12097 – ML & MJ Wisdom, Creek diversion, Ahaura	To view the section of creek that the applicant proposes to divert.
9/5/12	RC11221 – BRM Limited, Alluvial gold mining, Ianthe Forest	To clarify consent requirements.
10/5/12	RC10001 – TrustPower Limited, Kaniere Forks and McKay's Creek Hydro Schemes, Lake Kaniere	To view the site of the enhancements that the applicant proposes to make to the McKay's Creek Hydro Scheme.

Non-Notified Resource Consents Granted from 27 April – 23 May 2012

CONSENT NO. & HOLDER	PURPOSE OF CONSENT
RC09049 Durnford Dairy Ltd	To discharge dairy effluent to land and water (an unnamed tributary of the Waitahu River) near DS561, Reefton.
RC11014 Ahaura Farms Ltd	To discharge dairy effluent to land and water (the Grey River) near DS462, Ahaura.
RC11158 AJ Gillman	To disturb the wet bed of the Okuru River for the purpose of removing logs. To disturb the wet bed of the Turnbull River for the purpose of removing logs. To disturb the wet bed of the Waitatoto River for the purpose of removing logs.
RC11221 BRM Developments Ltd	To undertake earthworks associated with alluvial gold mining at Ianthe Forest, within MP52010. To take and use water for alluvial gold mining activities at Ianthe Forest, within MP52010. To discharge sediment-laden water to land in circumstances where it may enter water in the Ianthe Forest, within MP52010. To discharge sediment-laden water to water in the Ianthe Forest, within MP52010.
RC12045 B & C Jones Family Trust	To undertake earthworks associated with the flipping of land, Ngahere.

RC12048 M van der Wilt	<p>To disturb and occupy the foreshore within the Coastal Marine Area within Mining Permit 41461 for the purpose of undertaking black sand (gold) mining, near Saltwater Lagoon, Westland.</p> <p>To take sand within Mining Permit 41461 for the purposes of gold mining.</p> <p>To deposit sand/tailings to the Coastal Marine Area within Mining Permit 41461 associated with gold mining activities, near Saltwater Lagoon, Westland.</p> <p>To stockpile sand adjacent to the Coastal Marine Area within Mining Permit 41461 associated with gold mining, near Saltwater Lagoon, Westland.</p> <p>To take and use water associated with gold mining on Mining Permit 41461, near Saltwater Lagoon, Westland.</p>
RC12055 Larrys Creek Farms Ltd	To discharge dairy effluent to land and water (Surry Creek) near DS583, Cronadun.
RC12065 Buller District Council	<p>To occupy the Coastal Marine Area (CMA) as a result of the placement of rock rip rap for erosion protection, Carters Beach.</p> <p>To construct a structure (rock rip rap) for erosion protection, Carters Beach.</p> <p>To disturb the foreshore or seabed by constructing a structure (rock rip rap including deposition of rock) for erosion protection, Carters Beach.</p>
RC12073 Solid Energy New Zealand Ltd	<p>To undertake earthworks and vegetation clearance associated with quarrying activities including an overburden storage area, staging area and road construction, Lower St Pat's Quarry.</p> <p>To take and use groundwater from seepage, Lower St Pat's Quarry.</p> <p>To divert surface and groundwater, including runoff, Lower St Pat's Quarry.</p> <p>To discharge water containing contaminants to water, Lower St Pat's Quarry.</p> <p>To discharge stormwater runoff to land, Lower St Pat's Quarry.</p> <p>To discharge contaminants, including overburden stockpiles, to land, Lower St Pat's Quarry.</p> <p>To discharge contaminants to air, Lower St Pat's Quarry.</p>
RC12074 Animal Health Board Inc	To authorise the aerial discharge of 1080 (sodium monofluoroacetate) possum control cereal pellets or cut carrot baits (at a sowing rate of up to 5kg per hectare), containing up to 0.15% weight/weight of 1080, to land in the "Pukaki Operational Area".
RC12077 Logburn Farm (2005) Ltd	To disturb the bed of the Big River to construct an additional length of stopbank and to move gravel.
RC12080 Road Metals Company Ltd	To disturb the dry bed of Boulder Creek, South Westland for the purpose of extracting gravel.
RC12082 Solid Energy New Zealand Ltd	<p>To disturb the bed of Nine Mile Creek for the purposes of a diversion.</p> <p>To divert a section of Nine Mile Creek for the purposes of</p>

<p>RC12083 BS Forrest & JL Forrest</p>	<p>underground coal fire suppression.</p> <p>To undertake vegetation removal and earthworks within the Greymouth Earthworks Control Area, at 53B Joyce Crescent, Greymouth.</p>
<p>RC12085 Kelvin Douglas Contracting (2004) Ltd</p>	<p>To disturb the dry bed of Tailings Creek for the purpose of extracting gravel.</p>
<p>RC12086 Westland Contractors Ltd</p>	<p>To disturb the dry bed of Harold Creek for the purpose of extracting gravel.</p>
<p>RC12087 N & C Cradock</p>	<p>To discharge sewage into land from a 2 bedroom dwelling on Sec 460 SO 12039 & Sec 18 SO 301775.</p>

No Changes to Consent Conditions were granted from 27 April – 23 May 2012.

Limited Notified or Notified Resource Consents Granted from 27 April – 23 May 2012

CONSENT NO. & HOLDER	PURPOSE OF CONSENT
<p>RC10055 Rockies Mining Ltd</p>	<p>To undertake earthworks and vegetation clearance associated with open cast coal on the Stockton Plateau within MP52661.</p> <p>To upgrade and maintain the mine access road.</p> <p>To place, maintain, extend, remove or demolish structures in, or under the bed of a water body; excavate, drill, tunnel or disturb the bed of a waterbody; deposit substances in or under the bed of a water body; reclaim or drain the bed of a water body.</p> <p>To enter or pass across the bed of any waterbody; or damage, destroy, disturb, or remove any plant or the habitats of such plants or of animals in, on, under or over the bed of a waterbody.</p> <p>To take, use, dam or divert surface water within MP52661.</p> <p>To take, use, dam or divert ground water within MP52661.</p> <p>To discharge contaminants or water into water within the Rudolf or Twins Catchment.</p> <p>To discharge sediment-laden water to land in circumstances where it may enter water.</p> <p>To discharge contaminants onto or into land.</p> <p>To discharge contaminants to air.</p>
<p>RC11255 Landcorp Farming Ltd</p>	<p>To undertake earthworks associated land development (flipping), Reefton.</p> <p>To discharge sediment from land development (flipping) to land where it may enter water, Reefton.</p>
<p>RC11262 AA Thomson</p>	<p>To disturb the foreshore for the purpose of opening the mouth of the Totara River.</p> <p>To divert water as a result of opening the mouth of the Totara River.</p> <p>To deposit excavated material on the foreshore as a result of opening the mouth of the Totara River.</p>

Notified Consents Updates & Other Matters

The Royal Forest & Bird Protection Society of New Zealand Incorporated and West Coast ENT Incorporated have lodged appeals to the High Court on the decision of the Environment Court on the declarations sought by Buller Coal Limited and Solid Energy New Zealand Limited (SENZ) that the resource consent decision maker (West Coast Regional Council and Buller District Council) must not have regard to the effects on climate change of discharges into the air of greenhouse gases arising from the subsequent combustion of the coal both within New Zealand and overseas.

The hearing for the consent applications lodged by SENZ for its proposed Mt William North Mine Project commenced on 21 May and was adjourned on 31 May.

Public Enquiries

34 written public enquiries were responded to during the reporting period. 24 (70.6%) were answered on the same day, 3 (8.8%) the following day, and the remaining 7 (20.6%) no more than 10 working days later.

RECOMMENDATION

That the June 2012 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 Colin Helem – Senior Compliance Officer.
 Date: 1 June 2012
 Subject: **COMPLIANCE & ENFORCEMENT MONTHLY REPORT**

Site Visits

A total of 104 site visits were undertaken during the reporting period, which consisted of:

Activity	Number of Visits	Fully Compliant (%)
Resource consent monitoring	4	100%
Dairy shed inspections	79	86%
Mining compliance & bond release	21	90%

These totals include 5 visits in response to complaints.

Specific Issues

Dairy Effluent Discharges: 79 dairy sheds were inspected during the reporting period, with 11 discharge system being rated as "significantly non-compliant" due mainly to a lack of effluent storage.

Globe Progress Mine – Oceana Gold: The mine was inspected during the last reporting period, with no compliance issues being identified during the inspection.

Solid Energy New Zealand (SENZ) Mining Operations: The Cypress and Strongman Mines were inspected during the last reporting period. No compliance issues were identified for both mines.

Additional works are currently being undertaken at the Strongman Mine site to control/prevent the spread of the underground fire.

Complaints/Incidents between 24 April and 25 May 2012

The following 13 complaints/incidents were received during the reporting period:

Activity	Description	Location	Action/Outcome
Discharge to Air	Complaint about smoke from a burn off.	Kaiata	Site visited – small controlled vegetation burn off – no rules were breached.
Earthworks	Complaint regarding a digger operating within the riparian margin of the Buller River.	Westport	Site visited - activity complied with the relevant permitted activity rule.
Gold Mining	Complaint regarding the discharge of sediment discolouring the river.	Grey River	Site visited – water samples obtained were within consent compliance limits.
Effluent Discharge	Complaint regarding the discharge of untreated goat effluent.	Kumara Junction	Site visited – non compliant effluent treatment system. Discharger required to undertake remedial work.
Stormwater Discharge	Complaint that the discharge of stormwater is causing flooding to neighbouring properties.	Gladstone	Not substantiated by site visit.

Gold Mining	Complaint regarding the discharge of sediment.	Hokitika	Not substantiated by site visit.
Stock Access to Waterbody	Complaint that stock are grazing the riparian margin of a river.	Whataroa	Site visited – activity was compliant with the relevant permitted activity rule.
Coal Mining	Complaint regarding the discharge of sediment discolouring the river	Rapahoe	Not substantiated by site visit.
Earthworks	Complaint regarding the discharge of sediment.	Fairdown	Not substantiated by site visit.
Gold Mining	Complaint regarding the discharge of sediment.	Ross	Not an unauthorised discharge.
Dumping	Complaint regarding the dumping of material.	Te Kinga	Site visited – minor breach of the rules, further follow-up required.
Gravel Extraction	Extracting gravel within 50 metres of the State Highway bridge.	Whataroa	Site visited – operator given advice.
Discharge to Air	Complaint that a boiler chimney was discharging thick black smoke.	Greymouth	The discharge was a result of equipment breakdown and the boiler was shut down. No follow-up action required.

Formal Enforcement Action

No abatement notices were issued during the reporting period.

Four infringement notices were issued in relation to the unauthorised discharge of sediment from with gold mining operation at Camerons (two to the Consent Holder and two to the miner operating under the consent).

MINING

Work Programmes

The Council received the following 4 work programmes during the last reporting period, with 2 programmes being processed in the 20 day timeframe. The remaining 2 (shown in italics) were incomplete and put on hold while additional information was sought.

Date	Mining Authorisation	Holder	Location
23 Apr 12	RC11001	Phoenix Mining	Marsden
30 Apr 12	RC11221	BRM Developments	Ianthe
<i>02 May 12</i>	<i>RC11057</i>	<i>Little Paddock</i>	<i>Blue Spur</i>
<i>11 May 12</i>	<i>RC10055</i>	<i>Rockies Mining Ltd</i>	<i>Granity</i>

Bonds Received & Bond Releases

The following two bonds were received during the reporting period:

Mining Authorisation	Holder	Location	Amount
RC10213	Lewis Acker	Waimea	\$6,000
RC12035	TLD Investments Ltd	Buller River	\$12,000

The following two bonds are recommended for release as Compliance staff are satisfied that there are no outstanding compliance issues relation to the relevant resource consents:

Mining Authorisation	Holder	Location	Amount
RC11117	Notown Gold Ltd	Notown	\$3000
RC10061	Iron River Company Ltd	Camerons	\$6000

OIL SPILL RESPONSE

No spills were attended during the reporting period

RECOMMENDATION

1. *That the June 2012 report of the Compliance Group be received.*
2. *That the Council releases the bonds held for Resource Consents RC11117 and RC10061.*

Colin Dall
Consents & Compliance Manager

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, 12th June 2012** commencing on completion of the Resource Management Committee Meeting.

A.R. SCARLETT
CHAIRPERSON

C. INGLE
CHIEF EXECUTIVE OFFICER

<u>AGENDA NUMBER S</u>	<u>PAGE NUMBERS</u>	<u>BUSINESS</u>
1.		APOLOGIES
2.		PUBLIC FORUM
3.		MINUTES
	1 – 4	3.1 Minutes of Council Meeting 8 May 2012
	5 – 9	3.1.2 Minutes of Special Council Meeting 29 May 2012
4.		REPORTS
	10 – 11	4.1 Planning & Environmental Manager's Report on Engineering Operations
	12 – 14	4.2 Corporate Services Manager's Report
	15 - 22	4.2.1 Decisions of Submissions and Adoption of Long Term Plan
	23 – 24	4.2.2 Proposed Changes to the Local Government Act
5.		CHAIRMAN'S REPORT
6.0	25 – 28	CHIEF EXECUTIVE'S REPORT
7.		GENERAL BUSINESS

THE WEST COAST REGIONAL COUNCIL

**MINUTES OF THE MEETING OF THE COUNCIL HELD ON 8 MAY 2012,
AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL, 388 MAIN SOUTH ROAD, GREYMOUTH,
COMMENCING AT 11.24 A.M.**

PRESENT:

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

IN ATTENDANCE:

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

1. APOLOGIES:

There were no apologies

2. PUBLIC FORUM

There was no public forum.

3. CONFIRMATION OF MINUTES

Moved (Archer / Robb) *that the minutes of the Council Meeting dated 10 April 2012, be confirmed as correct.*

Carried

Matters arising

There were no matters arising.

REPORTS:

4.1 ENGINEERING OPERATIONS REPORT

M. Meehan spoke to this report advising that there has been emergency repair work carried out in the Punakaiki rating district as a result of damage sustained during a period of high seas. M. Meehan reported that the works were carried out in quite a tight timeframe and the community is happy with the job that has been done. He advised that he and C. Ingle inspected this work yesterday; he stated that this is a very dynamic area and it is important that a careful eye is kept on the seawall.

M. Meehan reported that he and Crs Robb, Birchfield and Cummings met with the Coal Creek rating district committee on site on the 26th of April to discuss raising the river wall in this area. M. Meehan reported that the final decision was to raise the current wall by 1.5m. He advised that tenders would be invited for this work shortly. M. Meehan advised that the rating district requested that investigations be done to see what is happening upstream of the proposed works.

M. Meehan reported that work has been steady in the council quarries with Mr John Ellis assisting with quarry management plans. M. Meehan reported that survey work has been undertaken in Kiwi Quarry to investigate how to safely remove rock from the northwest section of the quarry. He advised that the closing date for tenders for the quarry contract is the 1st of May and tenders are being evaluated at the moment. M. Meehan reported that the Wanganui quarry has been sold to Ferguson Bros Ltd.

M. Meehan circulated a copy of the report done by Mr Bob Hall on the Waiho River to each Councillor. Cr Davidson asked M. Meehan if council has any further responsibility for the Wanganui quarry now that it has been sold. M. Meehan responded that responsibility and rehabilitation goes on to the purchaser and there is no liability to council now that it has been sold. Cr Chinn asked if the money from the sale of the quarry goes to the Wanganui rating district as they paid for the access road and the bridge into the

quarry. M. Meehan advised that he will follow up to see what money the rating district is entitled to but he advised that the council owned this quarry, though the rating district had paid for the access works. Cr Archer asked what is the purpose of the Waiho River report and where is this reporting going to now. M. Meehan responded the report will be available to residents of Franz Josef and will also be shared with DoC, NZTA and Westland District Council. M. Meehan advised that Mr Hall highlighted an overflow corridor upstream of the bridge that could affect the Franz Josef rating district and therefore follow up work by Council on behalf of the Franz Josef rating district is required. M. Meehan advised that there are also potential implications that the river could do what Mr Hall says in his report and heads towards the Tartare River and then through the Waiho loop and this could impact on the Lower Waiho rating district and this rating district has very little funds available to do any work to mitigate these problems. Other landowners outside the rating district could also be affected. M. Meehan advised that there are some concerns around infrastructure that Westland District Council has in this area and also DoC and NZTA's infrastructure. M. Meehan stated that there are options in the report that the rating district has discussed in the past, such as cleaning out the river channel but the conclusion is that this is too costly. There is still a lot of sediment and gravel being mobilised in this river. C. Ingle commented that this report goes a lot further than just our rating districts and it shows that the river is clearly building up and aggrading and is going to go off it perched bed on one side or the other at some stage. C. Ingle commented that Mr Hall commented in his report and during a presentation at council that he feels it is likely that the Waiho River will move towards the north in the direction of the Tartare River. C. Ingle stated that this is good information for the community to have. Cr Chinn stated that the cover of the report illustrates exactly what the river is doing, and how it is taking off through farmland and creating new guts. He stated that at the cover shows an island in the middle of the river but the river is changing all the time.

Cr Archer asked if the \$76,500 reported for works in the Punakaiki rating district in the April report is a total figure. M. Meehan confirmed that this amount is the total figure for emergency works.

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

Carried

4.1 CORPORATE SERVICES MANAGER'S REPORT

R. Mallinson spoke to this report advising that it is for nine months ended 31 March 2012. R. Mallinson reported that there is a surplus of \$428,000 and there has also been a substantial turnaround in the investment returns during March with improvements of over \$200,000 during the month. R. Mallinson advised that the expenditure on the Meridian consent appeal, until the 31st of March is just under \$60,000 which includes legal costs and expert Planner evidence along with staff time. R. Mallinson reported that there are positive budget variances of just under \$150,000 in the general rate funded activities. Cr Birchfield commented that the return from Westpac is good considering the amount of money invested. R. Mallinson agreed and stated that a date needs to be set for the meeting with potential fund managers. R. Mallinson is suggesting the presentations be taken from Forsyth Barr, Westpac and the Bank of New Zealand. Cr Davidson stated that council needs to decide what direction it wants to take. Cr Scarlett stated that the three fund managers need to be listened to first and then a decision can be made and they need to convince council that their investment firms are the best. Cr Scarlett stated that there is a balance between making money and prudent investment. Cr Scarlett feels that given what is happening in Europe this visit will be quite timely. It was noted that June is a busy month for council with hearings and therefore it was agreed that the Fund Managers presentation to council would be held on Thursday 12 July at 10.30 a.m.

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

Carried

6.0 CHIEF EXECUTIVES REPORT

C. Ingle spoke to his report and spoke of recent meetings he has attended including the South Island Strategic Alliance (SISA) Shared Services Core Group meeting in Christchurch on 12 April. C. Ingle reported that these meetings are about sharing services and efficiencies and he is involved in the IT cluster group for this. He advised that Local Government on line is already doing work in this area and that the SISA IT subgroup are feeding into the Local Government online project.

C. Ingle reported that he visited Greater Wellington Regional Council on the 18th of April to discuss the Warm Greater Wellington funding scheme, which is a parallel of what this council is promoting in its LTP. C. Ingle reported that the CEO's Forum was on the same day and CEEF the following day. He stated that these are both very interesting meetings and a good way of catching up on what is going on around the country with senior Government officials. C. Ingle reported that he hosted the West Coast Mayors and Chair Forum on the 23rd of April. C. Ingle advised that he chaired the Civil Defence Co-ordinating Executive Group meeting on the 1st of May. He stated this was a very productive meeting with the evaluation of how well we are doing with Civil Defence by a representative from the Ministry of Civil Defence and Emergency Management. The evaluation revealed that as a region the West Coast is doing quite well and was ranked 6 / 16, which is just outside the top third.

C. Ingle advised that the Warm West Coast Programme is a new project for council and he spoke with staff at Greater Wellington Regional Council who administer this programme. He advised that Wellington has seen significant growth this year compared with the previous year, this programme has only been running for two years in Wellington. C. Ingle advised that \$3M was spent in the first year and \$6M in the second year. C. Ingle stated that we would need to wait and see what sort of demand the programme will attract here but he and the Corporate Services Manager are ready in case the demand here does ramp up. C. Ingle advised that EECA (Energy Efficiency and Conservation Authority) are offering an additional grant for people within a non-complying Airshed, like Reefton, so that they can get extra money to go towards replacing their multi fuel burner or open fire with a compliant wood burner or a heat pump. This would mean the people in Reefton would borrow from council and council would recover this cost through individual's rates. C. Ingle advised that he would be writing a letter to each ratepayer in Reefton to offer this service but he will be waiting until after the Long Term Plan hearing to ensure that the proposal stays as it is, as it may change through this process. Cr Birchfield stated that compliant wood burners do not have a wetback and this would be a backward move for some households. Cr Birchfield is concerned that if there are power cuts then those with heat pumps may not have hot water. Cr Archer stated that there are compliant wood burners that do have wet backs. C. Ingle advised that in Otago their rules allow people to have their old non-compliant burner in place, in case of emergencies, and they do not require the decommissioning of non-compliant burners (however they are not allowed to use the burner except in a power outage). C. Ingle stated that EECA's rules state that non-compliant burners must be decommissioned so when the time comes for this council's Air Plan to be reviewed the rules will need to be considered. C. Ingle stated that the last thing this council wants is to be making people live in a cold house, as this is not the intention. Cr Scarlett stated that EECA might need to modify their policy as if there was a serious power outage people could be without power for quite a few days. Cr Birchfield agreed with Cr Scarlett and stated that following the Inangahua earthquake in 1968, Westport was without power for quite a few weeks. Cr Scarlett asked if there are any coal burners that are compliant. C. Ingle responded that there are not any coal or multi fuel burners that meet the MfE emission standard.

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

Carried

7.0 CHAIRMANS REPORT (VERBAL)

The Chairman reported that he attended the launch of the new website for Freshwater New Zealand. He stated that this website is very impressive as it shows all regional councils and their water bodies and shows a lot of detail for both technical people and more general information for lay people. Cr Scarlett advised that Ministers Carter and Adams were at this launch and Minister Carter advised that government is very keen to utilise water into storage so that it can be irrigated so that economic activity can be increased in the farming world. He stated it is about taking water at high times and at low times, being able to maintain flows. Cr Scarlett reported that he attended a meeting the following day and Minister Carter also spoke at this meeting. Cr Scarlett stated that the Minister said that government is looking at economic activity that relates to jobs and they are taking a very practical approach. Cr Scarlett stated that Minister Carter feels that the West Coast Regional Council is doing very well with how we are performing economically. Cr Scarlett advised that the new website is www.landandwater.co.nz.

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

Carried

Cr Archer spoke of a matter that had come up at the Kongahu rating district meeting. He stated that the question raised was whether or not special rating district's monies could be spend on new capital works as opposed to maintenance of the existing scheme. Cr Archer stated that there was discussion on original constitution documents as in some cases it says money raised for rating districts is only for maintenance. Cr Archer stated that in his view the constitution of a rating district does not bind or constrain the council in making its decisions on protection of communities and especially the setting of rates. Cr Archer asked if these same matters have come up in other rating district meetings. Cr Archer noted that rating districts do not have constitution documents anymore as they now each have an Asset Management Plan. Cr Robb stated that nothing like this come up at the recent Coal Creek rating district meeting. C. Ingle clarified that the issue that was raised at Kongahu was from only one member of the rating district who was opposed to some new work going on because it could affect his land in terms of causing flooding. C. Ingle advised that there was a clear majority at the meeting with everyone being in favour of doing the new works but this one person could see that it was not going to be good for him so in the end he abstained from voting. Cr Scarlett stated that the usual way of doing new work is that whoever's property the work required is on, pays for the work and after two years this work is included in the rating district. C. Ingle agreed with this and stated that this system works well in Karamea and the Wanganui rating district, where it is erosion of a riverbank. Extensive discussion took place and various regional examples of how rating districts work was spoken about. Cr Scarlett stated that the Kongahu example is a very isolated case and it is most unusual. R. Mallinson advised that rating district constitutions were developed in the late 80's, early 90's and they no longer fit with the Local Government Act 2002 but Council certainly does want to take note of what communities want. C. Ingle advised that if a community is quite clear and there is a clear majority that they want to do some capital works and they want to pay for it then it would be wrong to let them be constrained by a historic document.

The meeting closed at 12.11 p.m.

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Chairman

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Date

THE WEST COAST REGIONAL COUNCIL

**MINUTES OF A SPECIAL MEETING OF THE WEST COAST REGIONAL COUNCIL HELD ON THE 29
MAY 2012, AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL,
388 MAIN SOUTH ROAD, GREYMOUTH, COMMENCING AT 10.33 A.M.**

PRESENT:

B. Chinn (Chairman), D. Davidson, T. Archer, A. Robb, A. Birchfield, I. Cummings

IN ATTENDANCE:

C. Ingle (Chief Executive Officer), R. Mallinson (Corporate Services Manager), T. Jellyman (Minutes Clerk), The Media.

1. APOLOGIES:

Moved (Archer / Robb) *that the apology from R. Scarlett be accepted.*

Carried

CONFLICT OF INTERESTS

Cr Chinn asked councillors if any of them have any conflicts of interest with regard to the submissions. Cr Davidson advised that his daughter had made a submission regarding the Proposed Saltwater Creek New River rating district.

2. LONG TERM PLAN SUBMISSIONS

The Chairman welcomed everyone to the meeting. He stated that this meeting is a hearing to listen to submitters. Council takes note of what submitters have to say and may also ask questions of clarification. The Chairman explained that this meeting was to hear submissions on the Council's Draft Long Term Plan 2012/22 after which, at the conclusion of today's meeting a workshop will be held to discuss submissions. Decisions will be made at the next Council meeting on 12 June.

Submissions on the Draft Long Term Plan

Nine submitters appeared to present their submissions.

Energy Efficiency and Conservation Authority (Ben Dunbar- Smith)

Ben Dunbar-Smith presented this submission to Council, on behalf of the Energy Efficiency and Conservation Authority (EECA). Mr Dunbar-Smith advised that EECA is a government agency that is promoting the Warm Up New Zealand: Heat Smart Scheme. Mr Dunbar-Smith displayed a PowerPoint presentation and explained this is about a voluntary targeted rate mechanism for heating and insulation, which would assist West Coast ratepayers to take advantage of the Government's grants to warm homes. Mr Dunbar-Smith advised that Government established this \$347M scheme, which is for four years, and Government began it in 2009. He advised that to date more than 160,000 homes have been provided with funding grants for insulation and clean heating. He stated that the scheme would be running until June 2013. Mr Dunbar-Smith advised the scheme pays for up to one third of the costs of ceiling and underfloor insulation (up to \$1300) in homes built before 2000. Funding of up to \$500 is available for approved clean air heating devices such as wood burners, pellet burners, heat pumps and flued gas heaters. He advised that everyone in New Zealand is eligible for the funding but there is a cap on what is available. Mr Dunbar-Smith advised that landlords and homeowners are eligible for funding. He stated that the scheme is aimed at improving air quality in places like Reefton and the primary goal of gaining warmer and drier homes which will help the elderly remain in their own homes for longer, because their homes are warmer, this also benefits the community and also reduces the number of hospital admissions for respiratory type illnesses. Mr Dunbar-Smith advised that Government has just announced in the budget that because more homes have been done for the same amount of money, Government is now intending to look at offering the scheme to 220,000 more homes. Mr Dunbar-Smith suggests that the West Coast undertakes a 12 month pilot scheme to get the programme started on the West Coast. He

advised that third party funding is now available on the West Coast with the DHB working with a local service provider to provide fully funded insulation for up to 500 homes over the next two years. This is for low income people who have health needs. Mr Dunbar-Smith stated that the scheme he is talking about today is for the rest of the population who might want a financial top up to help them gain a warmer, drier home. Mr Dunbar-Smith advised that staff from this council have been talking with staff from Greater Wellington Regional Council on how to get the programme started here. Mr Dunbar-Smith advised that the scheme is a voluntary targeted rate that is individual to the property, it stays with the property and if the property is sold the incoming owner must be advised that rate is in place. Generally lawyers would clear this rate upon sale and therefore this is a low risk. Mr Dunbar-Smith advised that people must live in the district to qualify for the funding and they cannot be in rate arrears. Mr Dunbar-Smith stated that home insulation improves people's quality of life. He demonstrated a flow chart on how the public get started on the scheme and stated that the first time council gets engaged is once the homeowner has completed that application form which is completed by the service provider and the homeowner accepts the quote. Mr Dunbar-Smith advised that council does not pay until EECA have paid the service provider. Mr Dunbar-Smith offered to answer questions. Cr Archer asked Mr Dunbar-Smith what happens after 2013 and if the scheme will carry on. Mr Dunbar-Smith advised that there is no guarantee that the scheme will continue after this time. Cr Archer asked if people who live in and own a Bed & Breakfast business are eligible for the loan. Mr Dunbar-Smith stated that there is a grey area around this but it is designed for residential pre 2000 properties. He advised that motels would not qualify.

Cr Chinn thanked Mr Dunbar-Smith for his submission.

Federated Farmers (Katie Milne)

Katie Milne presented this submission to the Council, on behalf of Federated Farmers of New Zealand. She thanked Council for the opportunity to submit on the LTP and congratulated Council on its fiscal prudence and avoiding additional costs to ratepayers. K. Milne stated that the costs involved with matters such as "Outstanding Natural Features and Landscapes can be considerable. She stated that it is important that good communication is maintained by all agencies involved and she hopes that when these natural features are discovered that they happen to be in the DoC estate and then expensive legal costs might be avoided. K. Milne noted that dairy effluent inspection charges have increased and she is keen for ways of spreading these costs further or reduced and if the farmer has a robust effluent system in place then perhaps that farmer could be inspected every second year. K. Milne stated that the zero rate increase is very well received by the farming community.

Cr Archer thanked K. Milne for her positive submission. Cr Archer asked K. Milne if she felt that dairy effluent inspections should be based on performance. K. Milne responded that she feels that if a farmer is inspected every year and he always performs well then biennial inspections could be considered, if the farmer meets his consent conditions consistently. K. Milne stated that it would be beneficial if a rating system were put in place for compliant and proactive farmers. K. Milne stated that Westland Milk Products is now very proactive in assisting farmers to comply with their resource consent conditions.

Cr Chinn thanked K. Milne for her submission.

Tb Free West Coast Committee

Katie Milne spoke to this submission and advised the meeting that she is the Chair of the Tb Free West Coast Committee. She thanked Council for its continued support towards the eradication of bovine tuberculosis and to the national Tb control programme. K. Milne stated that the programme has been very successful on the West Coast partly because Council has been supportive in providing the regional share funding to keep the Tb Control Programme running through targeted rates. K. Milne spoke of the impact on farmers both emotionally and financially when Tb reactors are discovered in their herds. K. Milne stated that the West Coast Tb Free Committee has just been advised that the West Coast will be included in the new National Pest Management Strategy (NPMS) with 200,000 hectares being included in the Tb risk area. K. Milne stated that this means that if an area becomes free of Tb then there is no need for further vector control. K. Milne stated that the Tb Free Committee is grateful for Cr Robb's contribution as a member of its committee. K. Milne stated that the value of agriculture to the West Coast is now close to \$1B and it is imperative that this industry is protected. K. Milne offered to answer questions. Cr Archer asked K. Milne what happens

on farm following a positive Tb test. K. Milne explained that a positive tests is picked up via a test or a cull at the works and once all animals have been tested it takes between three weeks to three months to ascertain whether or not it is positive to the disease as a positive reaction to the test does not necessarily mean that Tb is present. K. Milne stated this is a very emotional and stressful time for the farmer and business structure needs to be investigated as to what animals to sell and what to keep and a positive result will impact on the price the farmer gets for his animals. She advised this could cost a farmer tens of thousands or hundreds of thousands of dollars. Discussion took place on the viability of funding the Tb Free Programme and the economic impacts of agricultural activities for the West Coast. K. Milne stated that most vectors are living on the DoC estate, which is Crown land, and they are not necessarily on farms, she advised that Tb infection is not of the farmers making as these vectors are coming out of the bush on Crown land and farmers do not own the bush. M. Hall from the Animal Health Board explained how council funding came about. He advised that the principle under the Biosecurity Act and advised that because most of the land involved is in the DoC, the Crown funds 50% and the farming industry funds pays 40% and the other 10% paid for by councils.

Cr Chinn thanked K. Milne for her submission.

Animal Health Board (Matthew Hall)

Matthew Hall presented this submission to the Council, on behalf of the Animal Health Board (AHB). He introduced Mr Danny Templeman who is the South Island Regional Coordinator for the AHB. M. Hall thanked Council for its ongoing financial support of the Animal Health Board's Tb Free programme now and into the future. He stated that the AHB does not propose any changes to Council's Long Term Plan. M. Hall advised that a national funding review is currently underway so that all councils and members including Dairy NZ and the Crown can look at how the AHB is funded. He advised that LGNZ members are also involved in the funding review. M. Hall advised that in the meantime all regional councils have agreed to continue to fund the programme this year and there is now commitment from all councils around the country.

M. Hall advised that the AHB is changing the way its does a lot of its work around the country by introducing new technology with contractors now using handheld PDA devices. He stated that every trap or bait station that is laid has a barcode attached so that the contractors can now scan every trap and possum and every possum can now be traced back to its source. M. Hall advised that the PDA's would be used in the eradication areas on the West Coast shortly. He stated that is will be a lot more accurate and give very good information. M. Hall provided each councillor with a booklet, which outlines the next three years work for the AHB. He advised that maps are also included and he drew attention to the areas aimed at the West Coast. M. Hall stated that most of the work coming up is ground control work which is very labour intensive. M. Hall offered to answer questions. Cr Robb asked D. Templeman to explain the difference between a herd that is clear of Tb in a non-movement control area and a herd that goes to infected status and the difference in compliance that is required. D. Templeman explained that a clear herd is tested yearly to three yearly if there is no Tb present but all herds on the West Coast are tested annually and all animals over three months of age. He advised that if a herd detected they are tested at least twice a year and they will often have extra blood tests. Beef farmers are not allowed to sell any young stock so they will need to keep animals and fatten them. D. Templeman stated that the time involved is huge and it is psychologically tough for farmers and it is a very nerve racking time for farmers and their families and a huge financial impact.

Community and Public Health

Amelia Haskell and Steffan Cavill-Fowler presented this submission to the Council, on behalf of Community and Public Health (CPH). A. Haskell stated that the purpose of their submission is to promote healthy lifestyles and promote the reduction of adverse environmental effects on the health of people in the community. A. Haskell stated that CPH strongly supports the Clean Air and Warmer Homes initiatives, flood warning and civil defence. A. Haskell stated that many of the issues raised in this submission are already being done by the council and they request that the final LTP reflects a little bit more fully the issues that CPH raise. A. Haskell stated that CPH are very interested in working closely with the Regional Council on the issues outlined in her submission and have met with the Chief Executive to discuss the issues they raised. A. Haskell offered to answer questions. Cr Archer asked if what made CPH come to the conclusion that there might be air quality issues in other West Coast towns apart from Reefton. A. Haskell stated that CPH do get feedback from the

public, in certain conditions where coal burners in built up areas can cause problems with air quality. A. Haskell answered various other questions from councillors. Cr Chinn thanked CPH for their submission.

Residents in Class A of proposed Saltwater Creek rating district (Galvin Creagh)

Galvin Creagh presented this submission to the Council, on behalf of the residents in Class A of the proposed Saltwater Creek rating district. Mr Bernie Monk and Mr Murray Glen accompanied him. Mr Creagh advised that Doug Griffen was unable to make today's meeting so he is presenting the submission on his behalf. Mr Creagh stated that he and the property owners on the west side of the State Highway are objecting to the proposed rating district and would like everyone that is in the proposed rating district to pay an equal share of the costs to improvement of drainage in this area. Mr Creagh's submission contained the signatures of 26 property owners on the west side of the State Highway. Mr Creagh disagrees with the interpretation of the rule 79 of the RMA relating to discharge of stormwater of runoff into or onto land. Mr Creagh spoke of the development of Paroa Estate and other developments that have contributed to the run off on hard surfaces into the receiving environments. He feels the costs must be borne by the whole community. Mr Creagh stated that council has the ability under the RMA to go back to the original 2005 resource consent and make sure the developers cater for the excess run off of stormwater. Mr Creagh stated that the water from Panthers Creek used to be able to come out into Saltwater Creek but this is all sediment from run off and is overgrown now. Mr Creagh is objecting to the residents west of the State Highway having to pay a great fee for the establishment and upkeep for a new drainage system in this area.

Mr Monk addressed the meeting and advised that on the 15th of May 2000 he wrote to Mr Rick Lowe (former Council Engineer) expressing his concern with what could happen in this area. Mr Monk stated that he was told at the time that unless infrastructure was going to be affected then a rating district would need to be set up. Mr Monk stated that in December 2010 a blockage of the state highway did occur. Mr Monk stated that he is represented some of the families on the west side of the state highway who are pensioners or low-income earners. He feels these people are going to get penalised for a situation that is going to continue to occur due to gold mining and the clearance of timber and subdivision developments. Mr Monk feels that those on the west side should not be penalised. Mr Creagh stated that all ratepayers contribute to the Greymouth Floodwall and he feels that the same should apply at Paroa. Cr Robb asked Mr Creagh if he meant all ratepayers of the regional council or just the ones in the proposed rating district. Mr Creagh confirmed that he means the ratepayers in the proposed rating district. Cr Chinn asked Mr Creagh and Mr Monk if they had any preference to on what to do such as keeping the mouth open regularly by using a digger. Mr Monk stated if infrastructure is going to be affected then everyone will be affected. Cr Chinn thanked Mr Creagh for his submission.

Nicky Calcott (Kumara Environment Action)

Nicky Calcott spoke to this submission. She stated that she is speaking on behalf of Kumara Environment Action (KEA). N. Calcott is opposed to the use of 1080. She feels that 1080 poison is detrimental to the tourism industry and she feels that tourist do not understand the affect of 1080 on the environment. N. Calcott feels that tourists do not understand the signage that is put in place in areas that are being treated with 1080. N. Calcott spoke extensively to her submission and voiced her concerns regarding buffer zones for aerial application of 1080.

Mr Laurie Collins spoke and stated that council is a significant user of 1080. He spoke of community concerns regarding the use of 1080. Cr Archer asked N. Calcott how many members are in the KEA group. N. Calcott responded that there are around 50 members. Cr Archer asked N. Calcott if KEA had read the Parliamentary Commissioner for the Environment report on the use of 1080. She stated that they have read this and disagree with this report.

Cr Chinn thanked N. Calcott for her submission.

Philip Paterson

Philip Paterson spoke to his submission. He advised that he has formed an Incorporated Society, Te Whare O Te Kaitiaki, and he is here on behalf. Mr Paterson stated that he feels that the LTP was not correctly notified and he asked why wasn't a submission form included in ratepayers rate bill. Mr Paterson stated that 1080 has been dropped into water supplies and he is taking this to the Environment Court. Mr Paterson spoke of his concerns about dose sizes and dose rates and buffer

zones. He stated that 1080 is an eco toxic poison. Mr Paterson spoke of his previous experience as a possum trapper / hunter. Cr Archer said to Mr Paterson that he had queried the public notification process of the LTP and asked if it is correct that Mr Paterson felt that every individual should have been served with a copy of the LTP. Mr Paterson stated that people did not know about the LTP and he feels that the LTP process should be open to appeal according to the RMA, as all affected parties should have been notified. Cr Archer reminded Mr Paterson that this is not a RMA hearing. Mr Paterson stated that he feels council should put the LTP in with the rates demand as council has obligations according to the RMA.

Cr Chinn thanked Mr Paterson for his submission.

MATES Men's Network (Kerry Babbage)

C. Ingle advised that he had spoken to Mr Babbage on the telephone regarding his submission and advised Mr Babbage wants to gain "in principle" support of councils for the work of his organisation. C. Ingle apologised that the video clip he was going to show Council had been misplaced.

Hubert Miranda- Suarez

Hubert Miranda-Suarez spoke to his submission. He stated that he would like to see the West Coast Regional Council incorporate all possible precautionary measures under the RMA to thoroughly manage the risks of using genetically modified organisms (GMO's) on the West Coast. Mr Miranda-Suarez spoke of his concerns and risks of using GMO's on the West Coast. Mr Miranda-Suarez gave a verbal example of an American farmer's experience with Canola seeds on his property and the patent issues he experienced in the American court. Cr Archer thanked Mr Miranda-Suarez for his comprehensive submission. Cr Archer asked Mr Miranda-Suarez if he is aware that the Buller District Council actually has a GMO policy. Mr Miranda-Suarez responded that he was aware of a statement but not a policy. Cr Archer asked Mr Miranda-Suarez if it would be fair to say that he does not have a lot of confidence in the Environmental Protection Authority (EPA) to actually monitor and prescribe appropriate regulations and controls on genetic modification. Mr Miranda-Suarez agreed that this is correct and stated that unfortunately he does not have any trust in them and he is very concerned about GMO's. Mr Miranda-Suarez stated that he does not feel that there is any clear neutrality in the EPA organisation. Cr Archer stated that the regional council will never be able to engage scientists to consider applications for genetically modified organisms therefore the government has set up the EPA to deal with this at a national level. Cr Archer asked Mr Miranda-Suarez if he feels someone else should be doing this. Mr Miranda-Suarez suggests that working parties should be set up as he feels that risks have not been fully evaluated and this creates liabilities for local and regional authorities in case there is damage or cases that will need to be dealt with. Cr Chinn thanked Mr Miranda-Suarez for his submission.

Cr Chinn thanked those present for their attendance.

The meeting closed at 12.37 p.m.

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Chairman

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Date

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting – 12 June 2012
Prepared by: W. Moen – Rivers Engineer and Paulette Birchfield – Engineering Officer
Date: 1 June 2012
Subject: **ENGINEERING OPERATIONS REPORT**

RIVER AND DRAINAGE INSPECTIONS

- Coal Creek RD – Inspection
- Hokitika Foreshore P. Mason - Advice
- Nelson Creek RD – Inspection
- Redjacks Creek RD – Inspection

WORKS COMPLETED & WORKS TENDERED FOR**Nelson Creek Rating District**

This work involving the placing 840 tonnes of rockwork and 1,320 m³ of fill, has been completed by G.H. Foster Contracting Ltd. at a cost of \$19,008.

Redjacks Creek Rating District

This work, involving the topping up of 486 tonnes of rockwork has been completed by G.H. Foster Contracting Ltd at a cost of \$8,748.

Vine Creek Rating District

This work involving the placement of 1,500 tonnes of rockwork, has been completed by Henry Adams Contracting Ltd. at a cost of \$24,750.

FUTURE WORKS

- Inchbonnie Rating District
- Taramakau Rating District – Flood Damage
- Lower Waiho Rating District (work out for tender)
- Coal Creek Rating District (work out for tender)

QUARRIES

Advice has been received on a safe methodology to remove rock from the overhang at Kiwi Quarry. Staff are working through this and aim to have this work completed by the next Council meeting.

The closing date for tenders for the quarry contract was 1 May 2012. Four tenders were received with the Westland Contractors Ltd tender being accepted using the weighted attribute method.

The accepted price for blasting is \$4.59 per tonne of drilled, blasted and stockpiled rock.

The accepted price for waste material removed and transported to dump sites is \$2.81 per tonne.

Council staff have undertaken site visits with Westland Contractors Ltd who have begun work in the quarries.

Quarry Work Permitted from 20 April 2012

Quarry	Contractor	Tonnage Requested	Permit Start	Permit Finish
Camelback	Westland Contractors Ltd	200	20 April	20 June
Blackball	GH Foster Contracting	1,500	8 June	29 June
Blackball	GH Foster Contracting	400	18 May	7 June
Blackball	MBD Contracting Ltd	1,000	28 May	29 June

Approximate rock in quarry as at 30 May 2012 (in tonnes)

Quarry	Rock Available	Emergency Stockpile
Blackball	100	
Camelback	300	2,000
Inchbonnie	5,000	
Kiwi	900	-
Whataroa	1,000	4,000
Okuru	1,500	-

RECOMMENDATION

That the report is received

Michael Meehan
Planning and Environment Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting
 Prepared by: Robert Mallinson – Corporate Services Manager
 Date: 1 June 2012
 Subject: **Corporate Services Manager's Report**

1. Financial Report

FOR THE TEN MONTHS ENDED 30 APRIL 2012				
	ACTUAL	YEAR TO DATE BUDGET	ACTUAL % ANNUAL BUDGET	ANNUAL BUDGET
REVENUES				
General Rates	1,651,734	1,650,000	83%	1,980,000
Rates Penalties	48,390	62,500	65%	75,000
Investment Income	354,579	871,875	34%	1,046,250
Regulatory	1,195,870	872,389	116%	1,033,727
Planning Processes	235,757	170,542	115%	204,650
Environmental Monitoring	0	0	0%	0
Emergency Management	51,712	41,667	103%	50,000
River, Drainage, Coastal Protection	1,189,067	1,018,798	97%	1,222,557
Regional % Share Controls	544,508	541,667	84%	650,000
VCS Business Unit	3,239,998	2,404,167	112%	2,885,000
	8,511,615	7,633,603	93%	9,147,184
EXPENDITURE				
Governance	296,144	321,286	77%	385,543
Regulatory Activities	1,774,723	1,516,427	98%	1,811,878
Planning Processes	634,822	606,798	87%	728,157
Environmental Monitoring	643,959	638,597	84%	766,316
Emergency Management	149,545	120,752	103%	144,902
River, Drainage, Coastal Protection	1,409,542	1,118,983	105%	1,342,779
Regional % Share Controls	748,493	678,769	92%	814,523
VCS Business Unit	2,057,955	1,926,667	89%	2,312,000
Portfolio Management	58,709	50,000	98%	60,000
	7,773,892	6,978,277	93%	8,366,098
SURPLUS / (DEFICIT)	737,723	655,326		781,086

BREAKDOWN OF SURPLUS (-DEFICIT)	Variance Actual V Budgeted YTD	ACTUAL	BUDGET Year to date	ANNUAL BUDGET
Rating Districts	-370,618	-151,653	218,965	262,758
Quarries	117,029	88,426	-28,603	-34,324
Regional % Share of AHB Programmes	-66,883	-203,985	-137,103	-164,523
Investment Income	-526,005	295,870	821,875	986,250
VCS Business Unit	704,543	1,182,043	477,500	573,000
General Rates Funded Activities	224,330	-472,978	-897,308	-842,075
TOTAL	82,397	737,723	655,326	781,086

Net Contributors to General Rates Funded Surplus (-Deficit)	<u>Net Variance Actual V YTD</u>	<u>Actual</u>	<u>Budet ytd</u>	<u>Annual Plan</u>
Rates	1,734	1,651,734	1,650,000	1,980,000
Rates Penalties	-14,110	48,390	62,500	75,000
Representation	25,142	-296,144	-321,286	-385,543
Regulatory Activities	65,185	-578,853	-644,038	-778,151
Planning Activities	37,191	-399,065	-436,256	-523,507
River, Drainage, Coastal Protection (excl.	133,299	-157,248	-290,547	-348,656
Environmental Monitoring	-5,362	-643,959	-638,597	-766,316
Emergency Management	-18,748	-97,833	-79,085	-94,902
	224,330	-472,978	-897,308	-842,075

STATEMENT OF FINANCIAL POSITION @ 30 APRIL 2012

	@ 30/04/12	@ 30/06/2011
<u>CURRENT ASSETS</u>		
Cash	-139,961	35,009
Short term Deposit - Westpac		1,502,947
Accounts Receivable - Rates	424,897	286,950
Accounts Receivable - General Debtors	316,477	1,747,428
Prepayments	111,155	227,482
Sundry Receivables	346,898	233,453
Stock - VCS	56,592	143,635
Stock - Rock	525,708	31,886
Stock - Office Supplies	11,232	11,232
Accrued Rates Revenue		0
Unbilled Revenue	340,163	113,060
	<u>1,993,161</u>	<u>4,333,082</u>
<u>Non Current Assets</u>		
Investments	12,292,279	11,473,175
Investments-Catastrophe Fund	522,286	0
Fixed Assets	4,377,451	4,168,272
Infrastructural Assets	49,007,111	49,007,111
	<u>66,199,127</u>	<u>64,648,558</u>
TOTAL ASSETS	<u>68,192,288</u>	<u>68,981,640</u>

CURRENT LIABILITIES

Bank Short Term Loan	0	0
Accounts Payable	414,316	1,310,545
GST	138,925	0
Deposits and Bonds	514,436	590,305
Sundry Payables	392,428	480,466
Accrued Annual Leave, Payroll	282,456	294,522
Other Revenue in Advance		1,070,622
Rates Revenue in Advance	663,691	60,940
	<u>2,406,252</u>	<u>3,807,400</u>

NON CURRENT LIABILITIES

Future Quarry restoration	60,000	60,000
Greymouth Floodwall	2,002,679	2,048,291
Inchbonnie	67,596	82,877
Punakaiki Loan	174,831	209,856
Office Equipment Leases	28,053	58,060
	<u>2,333,159</u>	<u>2,459,084</u>

TOTAL LIABILITIES

	<u>4,739,411</u>	<u>6,266,484</u>
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EQUITY

Ratepayers Equity	18,577,120	18,577,120
Surplus Tsfrd.	737,723	
Rating District Equity Mvmts	88,084	
Rating Districts Equity	1,452,115	1,540,201
Tb Special Rate Balance	1,037	1,037
Revaluation	32,316,638	32,316,638
Quarry Account	379,160	379,160
Investment Growth Reserve	9,901,000	9,901,000
TOTAL EQUITY	<u>63,452,877</u>	<u>62,715,156</u>

LIABILITIES & EQUITY

	<u>68,192,288</u>	<u>68,981,640</u>
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2. Investment Portfolio

PORTFOLIO @ 30 April 2012 Summary & Reconciliation		Cash	Bonds	Australasian Equities	International Equities	Property Equities	Alternative Asset Classes	Total	
Portfolio Value @ Start	01 July 2011	\$ 2,883,140	\$ 2,186,007	\$ 2,084,788	\$ 3,051,043	\$ 576,726	\$ 659,819	\$ 11,441,524	
Contributions				\$ 749,827		\$ 250,000		\$ 999,827	\$ 500,000
Withdrawals		-\$ 1,096,126			-\$ 435,354	\$ 0	\$ 31,652	-\$ 1,499,827	
Realised Gains/(Losses)		\$ 133,591	-\$ 722	-\$ 103,876	\$ 273,260	\$ 58,504	\$ 40,414	\$ 401,171	\$ 272,977
Unrealised Gains/(Losses)		\$ 8,870	\$ 43,824	\$ 41,879	-\$ 489,097	-\$ 17,766	-\$ 152,980	-\$ 565,271	
Mgmt Fee					\$ 1,157			\$ 1,157	
Income		\$ 69,445	\$ 97,061	\$ 94,402	\$ 42,390	\$ 29,565	\$ 70,137	\$ 403,001	
Changes Accrued Interest		\$ 6,478	\$ 26,440					\$ 32,919	
Portfolio Value @ End Period	30 April 2012	\$ 2,005,399.43	\$ 2,352,610	\$ 2,867,021	\$ 2,443,399	\$ 897,030	\$ 649,042	\$ 11,214,501	
ytd return for 10 months		3.14%	7.59%	-0.03%	-2.54%	9.89%	3.10%	2.50%	

Asset Allocation %'s @ 31 March 2012	Benchmarks	Tactical asset allocation range	
Cash	18%	25%	10% - 50%
Bonds	21%	20%	10% - 50%
Australasian Equities	26%	20%	0% - 30%
International Equities	22%	20%	0% - 30%
Property Equities	8%	5%	0% - 10%
Alternative Asset Classes	6%	10%	0% - 10%
	100%	100%	

3. Total Investments.

Westpac Catastrophe Fund Portfolio	\$522,286
Westpac General Portfolio	\$1,046,127
MED DOC Bond Deposits	\$31,651
Forsyth Barr Ltd (as per above table)	\$11,214,501
Total	\$12,814,565

Investment Income includes:

Forsyth Barr Ltd (as per above table)	\$272,977
Westpac	\$81,602
Total	\$354,579

4. General Comment

This financial report covers the ten months to 30 April 2012. Highlights include:

- An overall surplus of \$737,000.
- The > 58,000 tonne of Quarry rock available for sale has been revalued to \$9 per tonne, which now closely reflects the actual cost of production. This more realistic valuation has eliminated the Quarry trading deficit and improved the overall Council operating surplus. Council is now carrying a current asset of \$525,000, which reflects the substantial investment over the past 10 months in "rock on the ground".
- Net positive budget variances amounting to \$224,000 in general rate funded activities. This includes a recovery of legal costs with regard to the Mokihinui consent appeals.
- Council cash position continues to be tight. This is due to heavy expenditures in the Quarry and Rating District areas during the year to date. Also, Council has not withdrawn any funds year to date for funding of general Council activities from the FB Ltd portfolio. (The 11/12 Annual Plan anticipated withdrawals of \$478,000 over the full year.)

RECOMMENDATION

That this report be received.

Robert Mallinson
Corporate Services Manager

THE WEST COAST REGIONAL COUNCIL

Prepared for: June Council Meeting
Prepared by: Chris Ingle
Date: 1 June 2012
Subject: **Decisions on Submissions and Adoption of Long Term Plan**

Council Hearings

Public hearings on submissions on the Draft Long Term Plan for 2012-22 were held at a Special Council Meeting on 29 May 2012, where 22 submissions were received and nine of those submitters appeared at the hearing and presented their submissions verbally.

The submitters who spoke at the hearing included EECA, Federated Farmers, TB Free West Coast Committee, Animal Health Board, Community and Public Health, Residents in Class A of the proposed new rating district for Saltwater Creek/New River, Nicky Calcott (Kumara Environmental Action), Phil Patterson, and Hubert Miranda-Suarez.

The Council Workshop

Council held a workshop following the formal hearings, at which time the submitter's requested amendments to the Long Term Plan were discussed and staff input was sought.

Making Decisions

Now that Council has received and read all submissions and has heard all submitters that wished to be heard, Council can make decisions on each submission. Staff recommendations are attached to this report for Council to consider and deliberate on.

Adopting the Long Term Plan

Once the decisions are made on all submissions, Council can formally adopt the new Long Term Plan for 2012 – 2022.

RECOMMENDATIONS

- (1) That Council consider each of the submissions and the staff recommendations, deliberate, and make their decisions on each submission.*
- (2) That the Long Term Plan for 2012-22 be adopted, including any amendments resulting from (1) above.*

Chris Ingle
Chief Executive

Staff Recommendations on submissions on the 2012-22 Draft Long Term Plan and recommended amendments to the Plan

The submissions are dealt with in turn below. The recommended amendments to the Draft Long Term Plan (LTP) are set out in italics beneath each submission, if required.

1. Energy Efficiency and Conservation Authority (EECA)

EECA support the Council's proposal for a targeted rate scheme to assist people to insulate their homes and replace their older burners with a clean heating option. EECA advised that their government grant funding expires on 30 June 2013.

No amendment to the LTP was requested by EECA, but staff suggest that Council add the following text to the background preamble on page 22:

The EECA Warm Up NZ scheme is only funded by Govt to 30 June 2013, at this stage. Council's funding scheme will only operate in conjunction with the EECA scheme, and Council will continue its scheme only while EECA grant funding continues.

2. Federated Farmers

This submission supports the LTP. In terms of their request that dairy inspections occur every second year where a farmer has been generally compliant, this is reflected in the existing wording of the LTP. However, a small change could be made to the second Resource Management performance target (p31), to encompass non-consented dairy sheds.

Suggested amendment: All significant consented discharges are monitored at least annually, ~~or for~~ and all dairy sheds at least bi-annually depending on each individual compliance record.

3. TB Free West Coast Committee

The Submission is in support. No requests were made for changes to the Plan.

4. Animal Health Board

The Submission is again in support. No request was made to change the Plan.

5. Community and Public Health

This submitter presented a comprehensive submission on various parts of the LTP. Most sections were supported by the submitter. One of the proposed amendments the submitter seeks that would add value to the Plan, is as follows:

The bullet point titled 'water quality management' on p16 of the plan could usefully include a reference to 'groundwater'.

The submitter will be advised of the approach with the new groundwater targets, where well owners are currently informed of any health standard breaches. As discussed at the workshop, a more hands-on response will occur if it becomes clear the standard is being consistently breached at a given location.

The submitter will be advised that district councils are managing their community water supply groundwater takes and that the regional council is reluctant to become involved as this would duplicate the effort and the cost to ratepayers.

Other submission points are generally supportive and are considered to require no amendment to the LTP. The request for work to be done on soils needs to be described more

specifically in terms of what is needed and where. An assessment of the cost vs benefit of such work would be needed if Council were to launch into a new area such as this.

6. Active West Coast

The Submission is mainly in support. The comments regarding groundwater are similar to the submitter above and the same response can be made to this submitter.

It is recommended that Council responds positively to the submitter's comments on the floodwall and its use as a cycleway, however no amendment to the LTP is considered necessary.

7. Class A Ratepayers west of SH6 at Paroa/Gladstone

The submitter raised issues of equity and fairness of the proposed new saltwater creek/new river rating district. The submission was signed by 26 submitters representing 22 properties. They consider the run off from properties upstream of the SH6 (i.e. the B classification contributors) are the cause of the flooding and therefore should contribute equally to the cost of re-opening the river mouth.

The affordability of the new rate for those on fixed incomes in Class A was also raised.

This submission along with the three that follow are addressed in detail in Appendix A, at the end of this report.

8. Galvin Creagh (member of the above group)

Mr Creagh spoke to the submission above, as well as his own personal submission.

See Appendix A.

9. William Johnson, Rutherglen

The submitter is in Class B of the proposed new rating district. He reflects on the engineering solutions to the mouth relocation that were completed by Grey District Council. His view is that the eventual cost of maintaining the mouth will be three times the \$5,000 per year estimated (he assumes the Council will take responsibility for the road and bund). His concern is that those on fixed income will not be able to afford this and will be forced to sell their homes and relocate.

See Appendix A.

10. Andrew and Monique Havill, Paroa

This submitter also appears to assume that the proposal is to maintain the road and bund. They think it unfair that they should contribute at all when they are not affected by the flooding.

See Appendix A.

11. Inger Perkins & West Coast Blue Penguin Trust

The submitter wants the Blue Penguin Trust to be consulted regarding the new river coastal works and any other works near the coast. The recommended response is that the RMA requires affected party consultation to occur, as appropriate, and the council will follow due process under that legislation. The submitter requests the community outcome for environment be amended. Council response should be that the current wording is preferred.

The submitter has a personal submission that requests that rules be introduced keeping all dairy cattle out of waterways, and that Council increases enforcement action, and establishes a contestable fund for farmers to fence and plant waterways. The Council may wish to respond that some of these actions are already well underway, in sensitive catchments, but are not considered to be appropriate to apply across the whole region, given water quality is generally improving in catchments other than Lake Brunner. Council facilitates farmers gaining riparian improvement funding from external sources but is not inclined to spend the very limited ratepayer funding on improvements to private land.

No change to the LTP is required.

12. Tony Peet, Fairdown Whareatea Residents Association

Lifestyle block owners in the Fairdown area appear to be requesting that Council become involved in zoning parts of the Buller District to separate industrial from rural lifestyle land uses. Staff consider this to be the domain of the district council planners. Regional council staff have no expertise in zoning of this nature. It is recommended that this submission and the following one be forwarded to the BDC and the submitter be directed to speak to that Council regarding zoning.

No change to the LTP is required.

13. Anni Lorraine Kolff, Fairdown

The submitter shares the concerns expressed by the submitter above, and the response should be identical. She also raises wetland protection, which she will be advised is a matter before the environment court at present.

No change to the LTP is required.

14. Nicky Calcott (KEA), Kumara

The submitter is opposed to the use of 1080 poison. KEA are also concerned about the wording at page 51 of the LTP. Two people spoke on behalf of KEA. Staff recommend a minor amendment to the wording:

The final sentence of the section titled "Significant negative effects of activities" on p51 should be reworded to acknowledge the community concerns around the use of 1080 poison but note that Council decisions do need to be based on benefits to the region as a whole.

15. Phillip Paterson, Hari Hari

The submitter opposes the use of 1080 poison. He also suggests the Council's business unit be disbanded. It is suggested that Council refer him to the EPA on his first point and be advised on his second point that Council does not agree.

No change to the LTP is required.

16. Paul Elwell Sutton, Haast

The submitter supports ethical investments. He also suggests standards be set to protect water quality. It is unclear whether he has looked at the new performance targets in the LTP p31 & 32 which set targets to maintain and enhance water quality region wide. It is recommended that the response to this submitter highlight those targets and advise the submitter that setting of new riparian rules for vegetation clearance is a matter for the Council's RMA plan(s), not the LTP.

No change to the LTP is required.

17. Royal Forest and Bird Protection Society

The submitter raises several points, and expresses several opinions. The submitter suggests new wording for the community outcome for environment. Like submitter 11, the submitter also suggests a contestable fund be established for riparian improvements, and suggests that better resourcing of compliance officers is needed (Compliance is the best resourced team in Council but the submitter appears unaware of this). The submitter states that the target for enforcement is not measurable, but does not offer alternative wording for the target.

The submitter appears to be opposed to flood protection, but supports the Council's contribution to the AHB and our pest plant strategy. The submitter seems to be suggesting that the LTP needs to do more to protect threatened native species.

The submitter has clearly read the plan carefully and made quite comprehensive comments, but other than the suggestions of new wording for the 'environment' community outcome, they have not made any specific suggestions to amend the plan. Staff recommend that the submitter be thanked for their interest and input into the plan process and advised that the council prefers the current wording of the 'environment' outcome.

No change to the LTP is required.

18. West Coast Conservation Board

The submitter is concerned about land management and landscapes in particular. The submitter can be advised of the joint project Council is undertaking in conjunction with the three district councils regarding landscapes.

No change to the LTP is required.

19. MATES Men's Network

The submitter wishes the council to make an in principle statement of support for the work they do in preventing male suicide in New Zealand. A letter to the submitter can signal that.

No change to the LTP is required.

20. Hubert Miranda Suarez

The submitter opposes genetically modified organisms. The management of genetically modified organisms in NZ is at the national level rather than a regional level.

No change to the LTP is required.

21. Physicians and Scientists for Global Responsibility

The submitter also opposes GMOs. The management of genetically modified organisms in NZ is at the national level rather than a regional level.

No change to the LTP is required.

22. Punakaiki Rating District - West Coast Regional Council

The funding for the rating district needs to be increased in response to recent damage due to high seas.

Staff have provided for this in the financial provisions of the LTP.

Appendix A: Recommendations for submissions 7 – 10 and the proposed new Saltwater Creek/New River rating district

Councillors are aware that only two ratepayers in the B classification submitted, out of a total of several hundred. This may indicate that most in the B class are not overly concerned about the cost of the new rating district.

The A classification ratepayers think the ratepayers in the B classification should contribute equally, however that was not the advice given by Council's independent rating classification expert, Mr Bob Reid. Three submitters on the new rating district felt that some (i.e. those on fixed incomes in class A) may find the new rate unaffordable.

The A classified ratepayers felt that Paroa Estate and other new subdivisions and hard surface development in the catchment was contributing significantly to the flooding. No hard evidence was produced to support this, and the Council's expert advice is that while there is some additional stormwater coming from any new development in the catchment, it is not a major cause of flooding. Paroa Estate subdivision is required to install stormwater detention ponds to address this risk.

The aerial photographs taken during the December 2010 flood event show the water affecting the class A properties appears to be water backing up from saltwater creek, due to the fact that the larger New River flood flows were preventing saltwater creek flood flows from exiting at the shared river mouth (see Council's December 2010 flood report). This has not occurred since the mouth was relocated.

Information from Grey District Council, sought following the hearing, reveals that over the past 18 months, since the December 2010 flood and subsequent relocation of the mouth, only one mouth re-opening has been required, costing less than \$2,000. This information suggests that the estimated \$5,000 annual cost of doing this work was an over-estimate.

It is recommended that Council re-set the annual rate take (should the rating district proposal be adopted) to \$2,500 per year.

This would make the proposal more affordable, being less than \$10 per year per \$100,000 capital value, for A class ratepayers.

Council should also take care that the district and regional councils do not duplicate effort, which would be inefficient for ratepayers. Discussions with the Grey District Council Assets & Engineering Manager following the hearing confirmed that the GDC is happy to continue to maintain their road and bund as that is more cost effective. GDC welcomes the new regional council rating district funding any complementary mouth opening work that is needed. GDC currently have funds available for maintaining watercourses adjacent to residential zoned areas, but that is only \$5,000 per year for the entire district and is generally oversubscribed.

The proposed rating district is administratively very small. The Council risks setting up a rating district that is not cost effective - the cost of holding annual rating district meetings could exceed the annual operational budget. For administrative effectiveness reasons it is recommended the rating district be administered as part of the Greymouth Floodwall Joint Committee which already meets annually at Paroa and has three elected representatives from each council, that jointly represent Grey District ratepayer's interests.

Changes recommended to p48 of the LTP include:

- Delete the first 2 paragraphs, and delete the words in brackets at the end of paragraph 4.
- Amend the second sentence in paragraph 5 to read: *Those properties within these boundaries (shown on the map on the next page) will be rated to fund the re-opening of the river mouth if it becomes blocked, or if it migrates more than 500m from the location*

of the GDC bund. The Grey District Council will continue to maintain their bund and access road. The Councils will work closely together and the new scheme will be overseen by the Greymouth Floodwalls Joint Committee, who meet annually at the Council offices at Paroa (ratepayers are also welcome to attend).

- Delete the first sentence of paragraph 6.
- Delete the last two paragraphs, and replace with the following: *Council has decided that a new rating district will be formed, but the amount rated will be half of that first proposed. This means the A classification ratepayers will each contribute just under \$10 annually per \$100,000 capital value of their properties, while the B classification ratepayers will each contribute 40 cents annually per \$100,000 of capital value. The higher contribution for the A class ratepayers is because they derive the most benefit from keeping the river mouth open at its current location.*
- Change the title to read *New River/Saltwater Creek Rating District*

Changes recommended to page 100 of the LTP (rating factors for New River Saltwater Creek Catchment rating area)

- Area A CV \$ 19,632,500 factor per \$ / CV 0.0000998 yield \$1,960
- Area B CV \$229,046,100 factor per \$ / CV 0.0000040 yield \$ 915

TOTAL **\$2,875**

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting 12 June 2012
 Prepared by: Chris Ingle – Chief Executive
 Date: 1 June 2012
Subject: Proposed Changes to the Local Government Act

Background

The Government has introduced a new Bill in Parliament that proposes various changes to the Local Government Act 2002. The Bill implements the first four points of the Government's eight point reform programme. This report describes the content of the Bill, for Council's information.

Proposed Changes to the Act

1. In place of the current reference to promoting the social, economic, environmental and cultural well-being of communities, the Bill defines the local government's purpose as being "to meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses".

The Bill includes a definition for "good quality", which applies to each of local infrastructure, local public services, and regulatory functions. "Good quality" means efficient, effective, and appropriate to present and anticipated future circumstances.

2. The proposed new fiscal responsibility requirements involve a new regulation-making power which allows for regulations that will prescribe "parameters or benchmarks for assessing whether a local authority is prudently managing its revenues, expenses, assets, liabilities, investments, and general financial dealings".

Two examples of benchmarks and parameters in the Bill are:

- Council's debt in a financial year must not exceed a fixed sum per resident; and
- Council's expenditure in a financial year must not increase by more than the ratio of population growth multiplied by the rate of increase of CPI.

3. The Bill proposes strengthened Council governance provisions by requiring a local authority to adopt policies on employee staffing levels and the remuneration of employees. The Bill also includes a new provision allowing the Remuneration Authority to approve rules created by a local authority for reimbursing members' expenses.

Councils will have to publish information on employee numbers and remuneration in annual reports. Salaries are to be disclosed in bands (0-\$60k, \$60k-\$80k, \$80-\$100k etc). Bands can be merged where there are less than five employees in the band, to protect individuals' privacy.

4. Crown Intervention provisions are strengthened, providing for Crown reviewers, observers, and managers, in addition to commissioners. The Minister has a very wide discretion of when he can intervene.
5. Council reorganisation procedures are streamlined, with the introduction of a Ministerial power to direct the Local Government Commission. The Minister can specify the timeframes within which the Commission must deal with matters, and which reorganisation applications are to be given higher priority. The threshold for seeking a reorganisation proposal also changes. The Commission will simply need to be satisfied that an application has "significant community support" for it to proceed.

Before developing a final reorganisation proposal, the Commission will again need to satisfy itself that there is "significant community support"; but this time there needs to be "substantial support from a large proportion of the community or the leaders of the community". The Bill provides that a poll will be held only if it is demanded through a petition signed by at least 10% of electors in the affected area.

RECOMMENDATION

That this report be received.

Chris Ingle
Chief Executive

THE WEST COAST REGIONAL COUNCIL

Prepared for: Council Meeting 12 June 2012
Prepared by: Chris Ingle – Chief Executive
Date: 28 May 2012
Subject: **CHIEF EXECUTIVES REPORT**

Meetings Attended

The key meetings I have attended since my last report include:

- Attended a training session on promoting a positive workplace on 9 May.
- Hosted a phone conference on South Island Council's IT shared services on 11 May.
- Met with Jem Pupich of Community Public Health on 17 May.
- Met with Meridian Energy on 21 May and accepted the surrender of their resource consents for the Mokihinui River hydro-electricity project.
- Attending the Council Long Term Plan hearings on 29 May.
- Meeting with the new LGNZ CEO, Malcolm Alexander, on 30 May.

Annual Leave

I took a day's annual leave on 18 May.

Resignation of Consents and Compliance Manager

Consents and Compliance Manager Colin Dall has tendered his resignation. I have advertised for a replacement manager and applications for this position close on 18 June.

Generic amendment to Delegations Manual & Enforcement Policy

Given the departure of Colin Dall, it is possible that we may have a gap between his departure and the arrival of his replacement. I recommend that certain functional delegations, particularly around compliance decisions, be extended to Michael Meehan in order to cover this gap. Rather than making specific amendments to the delegations manual and the enforcement policy, I suggest Council makes a generic amendment as follows:

"That Council amends Part 4 of the Council's Delegation Manual, to delegate to the Planning and Environmental Manager all sections of the RMA currently delegated to the Consents & Compliance Manager; and amends the Council's Enforcement Policy so that all references to the Consents & Compliance Manager also apply to the Planning and Environmental Manager."

Warm West Coast Programme

I intending writing to ratepayers in Reefton encouraging them to contact the Council or EECA and take advantage of the current offer to fund the insulation and heating upgrade of their home. Please find the draft letter attached to this report.

RECOMMENDATIONS

1. *That this report be received.*
2. *That Council amends Part 4 of the Council's Delegation Manual, to delegate to the Planning and Environmental Manager all sections of the RMA currently delegated to the Consents & Compliance Manager; and amends the Council's Enforcement Policy so that all references to the Consents & Compliance Manager also apply to the Planning and Environmental Manager.*

Chris Ingle
Chief Executive

Reefton Homeowners
Address
Reefton

12 June 2012

Dear Sir/Madam

Warm West Coast Programme & EECA Reefton Grant offer

The West Coast Regional Council has launched a programme to assist homeowners to warm up their homes in winter. The *Warm West Coast* programme is open to all West Coasters.

Reefton homeowners are entitled to an **additional grant** from EECA, due to Reefton being a non-complying airshed under the government's National Environmental Standard for Air Quality. The enclosed information sheet describes this additional grant offer, of up to \$2,000.

The Regional Council's Warm West Coast scheme allows homeowners using the EECA grants to get the remaining funding from the regional council. This funding will cover the cost of insulation and replacing your older burner with a new modern appliance. The cost (less the EECA grant) is recovered via a ten year targeted regional council rate on your property.

The revised National Environmental Standard for Air Quality requires the Regional Council to limit PM₁₀ exceedances¹ to 3 days/year by September 2016, and to one day/year by September 2020. This means we will need to put rules in place requiring a transition from older burners to clean heating appliances. Other South Island regions have done this already. The West Coast Regional Council's Regional Air Plan has commenced its 10-yearly review, and Council must implement the National Standard when it notifies the Air Plan for submissions, likely to be sometime in 2013. Coal burning heating appliances do not meet the requirements for clean heat subsidies.

Because new rules will need to be applied within the next year or two, the Council strongly recommends that you utilise the funding available. **The EECA grants expire 1 July next year so get in quick.** You can phone us on 0508 800 118 if you have any questions or to put your name down for the scheme.

Yours sincerely

Chris Ingle
Chief Executive

¹ A exceedance occurs when there has been an average of more than 50 micrograms/m³ of PM₁₀ recorded over a 24 hour period. PM₁₀ is a measure of the amount of small particles in the air (smaller than 10 micrometers). These small particles tend to cause respiration problems at higher levels.

Reefton's Annual PM₁₀ Exceedances	2006	2007	2008	2009	2010	2011
Number of exceedances (over whole year)	16	25	18	16	22	7
Max recorded 24hr average PM ₁₀ (µg/m ³)	86	129	78	91	99	68



New Clean Heat subsidies available for Reefton Homeowners

There is a new subsidy available for homeowners in Reefton to insulate their homes and upgrade their heating appliances.

If your home is within the Regional Council's Reefton airshed (see attached map) and you wish to replace your existing burner or open fire with a new efficient clean heater (either a compliant woodburner, heat pump or pellet fire) you become eligible for a subsidy of \$1,000 (\$2,000 if you have a Community Services Card) toward the decommissioning of your old appliance and the installing of a new one.

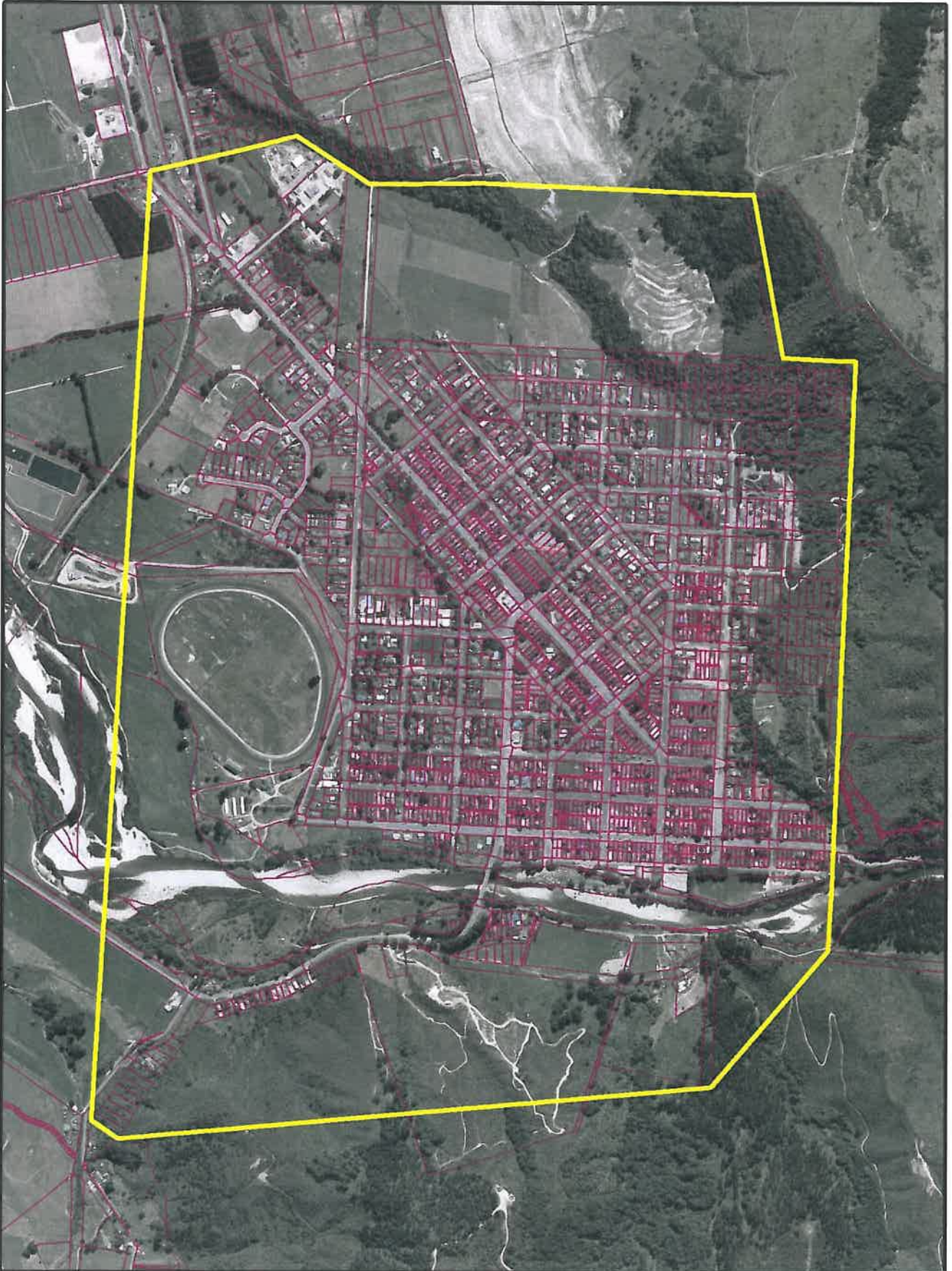
Insulation funding is also available and must be taken up at the same time that the new heating appliance is installed (unless your home is already insulated). The insulation grant is up to 33% of the total insulation cost, or 60% of the total cost for Community Services Card holders¹. Note that the EECA grants expire at 30 June 2013, so get in quick.

To help home owners in Reefton take up this generous offer the West Coast Regional Council has established a voluntary targeted rates scheme to assist homeowners to meet their share of the insulation and clean heat appliance upgrade. Council is offering to lend ratepayers the full cost of your share of the upgrade. Repayments would be spread over the next ten years and recovered via your regional rates bill. The debt remains with the property, so if you sell your home the new owner will complete the payments.

By assisting homeowners with insulating their homes and replacing older, inefficient heating appliances with new clean burning wood burners or heat pumps, the Government and the Regional Council hope to improve winter air quality in Reefton. It will also save on energy use, and improve Reefton people's respiratory health.

Please contact Robert Mallinson or Paula Wright at the Council on 0508 800 118 or go to <http://www.energywise.govt.nz/funding-available/insulation-and-clean-heating>.

¹ This offer may not last for long as there is a cap on the funding available



Notes
Aerial photograph flown April 2010.

 Reefton Airshed  Cadastral Boundaries

Datum: NZGD2000
Projection: NZTM
Date prepared: 30/09/2011



THE WEST COAST REGIONAL COUNCIL

To: Chairperson
West Coast Regional Council

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

Agenda Item No. 8.			
	29 – 31	8.1	Confirmation of Confidential Minutes 8 May 2012
	32	8.2	Overdue Debtors Report (to be tabled)
		8.3	Response to Presentation (if any)
		8.4	In Committee Items to be Released to Media

Item No.	General Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution.
8.			
8.1	Confirmation of Confidential Minutes 8 May 2012		Section 48(1)(a) and in particular Section 9 of 2nd Schedule Local Government Official Information and Meetings Act 1987.
8.2	Overdue Debtors Report		
8.3	Response to Presentation (if any)		
8.4	In Committee Items to be Released to Media		

I also move that:

- Chris Ingle
- Robert Mallinson
- Michael Meehan
- 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.