

Council Members

Chairman Allan Birchfield
Cr Stuart Challenger (Deputy)
Cr Brett Cummings
Cr Peter Ewen

Cr Debra Magner
Cr Laura Coll McLaughlin
Cr John Hill

Iwi Representatives

Francois Tumahai (Ngati Waewae)
Jackie Douglas (Makaawhio)



Meeting of Council
(Te Huinga Tu)

Wednesday, 9 June 2021

**West Coast Regional Council Chambers, 388 Main South Road, Greymouth
and
Live Streamed via Council's Facebook Page**

10.30 am

Council Meeting

On Completion of Council Meeting

Resource Management Committee Meeting

COUNCIL MEETING

Council Meeting

(Te Huinga Tu)

A G E N D A

(Rarangī Take)

1. Welcome (*Haere mai*)
2. Apologies (*Nga Pa Pouri*)
3. Declarations of Interest
4. Public Forum, Petitions and Deputations (*He Huinga tuku korero*)
5. Confirmation of Minutes (*Whakau korero*)
 - Council Meeting 11 May 2021
 - Emergency Council Meeting 24 May 2021
6. Chairman's Report
7. Chief Executive's Report
8. **Reports**
 - Adoption of Annual Report 2020 (to be distributed separately)
 - Operations Report
 - Regional Land Transport Plan 2021 – 31
 - Paroa Building Seismic Assessment
 - Cyber Security (verbal update)
9. General Business

Purpose of Local Government

The reports contained in this agenda address the requirements of the Local Government Act 2002 in relation to decision making. Unless otherwise stated, the recommended option promotes the social, economic, environmental and cultural well-being of communities in the present and for the future.

Health and Safety Emergency Procedure

In the event of an emergency, please exit through the emergency door in the Council Chambers. If you require assistance to exit, please see a staff member. Once you reach the bottom of the stairs make your way to the assembly point at the grassed area at the front of the building. Staff will guide you to an alternative route if necessary.

THE WEST COAST REGIONAL COUNCIL

MINUTES OF THE MEETING OF THE COUNCIL HELD ON 11 MAY 2021, AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL, 388 MAIN SOUTH ROAD, GREYMOUTH, COMMENCING AT 10.32 A.M

PRESENT:

A. Birchfield (Chairman), S. Challenger, P. Ewen, D. Magner, B. Cummings, J. Hill, L. Coll McLaughlin

IN ATTENDANCE:

H. Mabin (Acting Chief Executive), R. Beal (Operations Director), H. Mills (Planning Science & Innovation Manager), J. Armstrong (Te Tai o Poutini Combined District Plan Project Manager) via Zoom, N. Costley (Strategy & Communications Manager), T. Jellyman (Minutes Clerk), The Media.

Cr Birchfield read the prayer

1. WELCOME

2. APOLOGIES

Moved (Challenger / Cummings) *That the apology from F. Tumahai be accepted.*

Carried

3. DECLARATION OF INTEREST

The Chairman called for declarations of interests. There were no declarations.

4. PUBLIC FORUM

There was no public forum.

5.0 CONFIRMATION OF MINUTES

The Chairman asked the meeting if there were any changes to the minutes of the previous meeting. There were no changes requested.

Moved (Cummings / Ewen) *that the minutes of the Council meeting dated 13 April 2021, be confirmed as correct.*

Carried

Matters arising

There were no matters arising.

REPORTS:

6.0 CHAIRMANS REPORT

The Chairman reported that he attended two meetings in relation to the Franz Josef work with Minister Nash.

Moved (Magner / Hill) *That this report is received.*

Carried

7.0 ACTING CHIEF EXECUTIVE'S REPORT

H. Mabin spoke to this report. She drew attention to meetings that V. Smith attended during April.

H. Mabin invited Councillors and Iwi representatives to attend Council's Values Workshop which is scheduled for the last week of May.

Moved (Magner / Cummings) *That this report is received.*

Carried

8.0 TRANSFER OF BUILDING ACT FUNCTIONS FOR LARGE DAMS TO ENVIRONMENT CANTERBURY

H. Mills spoke to his report. He advised that Regional Councils have a responsibility under the Building Act to administer large dams. He stated that currently Otago Regional do this for us but are underway for this transfer to ECan. H. Mills explained the two documents included in the agenda and advised that as Transferor, WCRC still has legal responsibilities under the Local Government Act under the function.

H. Mills clarified cost ramifications and answered questions relating to the risk profile and advised that this has not changed. He confirmed that liability still sits with WCRC.

Cr Cummings asked if someone wants to build a hydro dam on the West Coast, would Council still have a say as to whether or not the dam goes ahead. H. Mills advised that this function is passed onto ECan, as would inspections of dams but usually WCRC staff would attend the inspection.

Cr Coll McLaughlin asked for clarification on the building of a dam being a Building Act function, and not the Resource Management Act function. H. Mills confirmed this and advised that consenting would still sit with WCRC.

Moved (Coll McLaughlin / Challenger) *That Council resolve to:*

1. *Approves the Agreement transferring the Building Act Functions for large dams to Environment Canterbury;*
2. *Approves the affixing of the common seal to the Agreement subject to Environment Canterbury executing the Agreement;*
3. *Approves the variation to the existing Agreement with Otago Regional Council to ensure consistency with the transfer of functions to Environment Canterbury;*
4. *Approves the affixing of the common seal to the variation to the existing Agreement.*

Carried

8.1 OPERATIONS REPORT

R. Beal spoke to this report. He advised that work will be carried out on the Lake Stream slip in collaboration with NZTA, and Council staff and Buller District Council staff will continue to work on a solution for this slip.

R. Beal stated that the announcement has now been made for Phase 1 of the Franz Josef IRG shovel ready project. He advised that the Ministers are seeking more detail on what is required for the south side as this is more complex and includes the buyout of private property, future land use issues, the rubbish dump and sewage ponds. R. Beal advised that a project team will be required to provide further information to the Minister.

Moved (Magner / Hill) *that the report is received.*

Carried

8.2 INFRASTRUCTURE REFERENCE GROUP – PROGRAMME OF FLOOD PLAIN RISK MANAGEMENT

R. Beal spoke to this report. He outlined final applications for both Hokitika and Franz Josef. R. Beal advised that \$24M worth of funding was applied for for Franz Josef and included cofunding from NZTA included, this includes capital works on both sides of the river.

R. Beal explained the funding agreements and progress to date and clarified the process going forward. R. Beal advised that the projects are reliant on co-funding from district councils.

Cr Cummings asked if there is a timeframe for completion of these projects. R. Beal advised that the timeframe is about two years. Cr Ewen asked if the money needs to be spent before it is lost. R. Beal advised that there is monthly and quarterly reporting in place for this reason.

Cr Challenger noted that the proposed stopbanks on the north side and buy out on the south side at Franz Josef is contrary to the consultation that was put to the public. Cr Challenger asked R. Beal if there is going to be further consultation on this. He is concerned that having stopbanks higher on one side makes it significantly more vulnerable for the south side. R. Beal responded that the consultation was for forming a holistic rating district to future proof Franz Josef, and Phase 1 includes stopbanks on both sides of the river. R. Beal explained what work is to be carried out for Phase 1. Cr Challenger expressed concern with the most vulnerable part of the Waiho River being the south side between the bridge and Canavans Knob as the road level is lower than the bed level of the river at the moment. Cr Challenger stated that the south side and the area down towards the Heliport needs to be protected, as this will keep the town dry and the road in place. Cr Challenger stated that the river protection past the Heliport protects the sewage ponds, but he believes it is of dubious benefit to the township. Cr Challenger is concerned that by putting stopbanks in this area, it may make things worse for the south side of the river, south of Canavans Knob, as the wall on the northern side is going to be 10 metres higher. R. Beal advised that the north side is getting a 25 year resilience plan put in place, which is part of this funding, and is part of Phase 1, the south side has the three critical assets which will be improved to the same level as the north side as part of this programme. He stated that this project will protect the highway as it is a critical asset.

R. Beal advised that staff have not had time to consult further with the south side community since the funding announcement has been made. He believes that the holistic rating district has improved the financial implications for the south side community prior to the merging of the rating district. The Chairman stated that a lot of money has been spent protecting the south side of the Waiho River, as this has been one of the major projects on the West Coast.

Cr Ewen asked if the \$12M that has been allocated to the Hokitika project has a timeline and will be lost if it is not used. R. Beal advised that a workshop will be held with the members of the Hokitika Joint Committee next Friday, the Hokitika Coastal Protection Alliance will be present some options to the Joint Committee at this workshop.

R. Beal advised that there is an existing resource consent in place to extend the seawall by 200 metres. He advised that the consent application for last year's emergency works is still being processed.

Cr Ewen asked if the funding allocated to Franz Josef could also be lost if it is not used. R. Beal confirmed that is correct.

Cr Challenger stated that the proposed upgrade of the Hokitika seawall is a short to medium term solution and a longer term solution still needs to be considered. Cr Challenger stated that if the recommendations in Ian Goss's report are followed, then the upgrade to the seawall is going to cost more as larger rock is recommended. He asked if this has been considered in the budget. R. Beal advised that there is no additional funding from those who will contribute to the extra costs, and Mr Goss's recommendations will be incorporated where possible, based on affordability. R. Beal agreed that it is a short to medium term solution which is what Council consulted on.

Cr Cummings asked what happens when the end of the job is reached and there is no money left. R. Beal advised that co-funding has to be spent at the same time, invoicing will be done quarterly, he explained progress payments and advised that as the projects are yet to commence, the money is currently sitting in the bank. R. Beal advised that consultation was based on meeting the co-funding requirements via a loan on behalf of the rating districts.

Moved (Challenger / Cummings)

That Council receive the update on the Infrastructure Reference Group funding, the co-funding arrangements and Council's commitments.

Carried

8.3 TENDER OF QUARRY MINERALS PERMIT

R. Beal spoke to this report and took it as read. He confirmed that before any sale happens tenders would not be binding, and the tenders would come back to Council for discussion.

Moved (Hill / Magner)

- 1. *That the report is received.*
- 2. *That Council directs staff to prepare a public tender for the sale of the quarries and mineral permits and include a supply agreement of Armour Grade Protection Rock as part of the sale process.*

Carried

8.4 LAKES SURVEILLANCE 2021

R. Beal spoke to this report and offered to answer questions. R. Beal advised that he will bring further results and a video to the June meeting. He stated that primarily the focus is around boat ramps as this is a high risk area for new infestations.

R. Beal explained funding implications, and the risks of not carrying out this work. He explained eradication methods including gel type sprays, but advised that water needs to have very low turbidity so that the gel / spray can settle.

Cr Challenger stated that the South Westland FMU are very concerned about the spread by boats going from lake to lake. Cr Challenger stated that the South Westland FMU is considering installing signage and have areas set aside where boats can be cleaned to avoid spread. He stated that if boats are launched in rivers, and not directly into lakes, this can avoid the spread of freshwater pest plants. R. Beal stated that there is signage in place at most boat ramps.

Moved (Coll McLaughlin / Challenger) *That Council receives the Lakes Surveillance Report.*

Carried

8.5 ACTING CORPORATE SERVICES MANAGER’S MONTHL REPORT

H. Mabin spoke to her report and took it as read. She advised that Audit NZ is currently on site for the next three weeks to audit the Consultation Document which should be brought to the June Council meeting. H. Mabin highlighted the risks of not completing the LTP process in a timely manner as laid out in the Local Government Act.

Moved (Magner / Coll McLaughlin)

That Council receives this report.

Carried

GENERAL BUSINESS

There was no general business.

The meeting closed at 11.12 a.m.

.....
Chairman

.....
Date

THE WEST COAST REGIONAL COUNCIL

**MINUTES OF AN EMERGENCY COUNCIL MEETING HELD ON 24 MAY 2021,
AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL, 388 MAIN SOUTH ROAD,
GREYMOUTH, COMMENCING AT 6.00 P.M**

PRESENT:

A. Birchfield (Chairman), P. Ewen, B. Cummings, D. Magner (via Zoom), J. Hill (via Zoom)

IN ATTENDANCE:

H. Mabin (Acting Chief Executive), T. Jellyman (Minutes Clerk), C. Fleming (IT Officer)

Cr Birchfield read the prayer

1. WELCOME

2. APOLOGIES

Moved (Birchfield / Cummings) *That the apologies from Cr Challenger and Cr Coll McLaughlin be accepted.*

Carried

DELEGATION OF SIGNING AUTHORITY

H. Mabin spoke to this report. She advised the Simpson Grierson are acting on behalf of Council to manage the rollover of \$2M worth of debt that is due to rollover on 26 May 2021. H. Mabin stated that Simpson Grierson has requested Council delegates signing authority to the Acting Chief Executive, also to the Chairman, Allan Birchfield, and Cr Debra Magner, Chairperson of Council's Audit and Risk Committee. Cr Magner asked H. Mabin if all three signatories were required or just one. H. Mabin confirmed that Cr Magner and Cr Birchfield are required to be able to execute the final terms for the debt securities which will be issued on 26 May.

H. Mabin confirmed that the change of name for the Audit and Risk Committee to the Risk and Assurance Committee will be made at its next meeting.

Moved (Cummings / Magner)

1. *That the West Coast Regional Council confirms that Heather Mabin is the Acting Chief Executive the Council, with effect from 7 May 2021 until such date as the Council determines otherwise; and*
2. *That the West Coast Regional Council confirm that, while Heather Mabin is Acting Chief Executive the Council, she has all of the delegations, responsibilities and powers of the Chief Executive.*

New Zealand Local Government Funding Agency Limited

3. *That the West Coast Regional Council approves the issue of a \$2,000,000 zero coupon debt security to LGFA on 26 May 2021 (or such other date as agreed between Council and LGFA) for six months, effectively rolling over the Council's existing 7 June 2019 \$2,000,000 zero coupon debt security so that the new maturity will be 22 November 2021;*
4. *That the West Coast Regional Council delegates authority to the Acting Chief Executive to execute the following documents (to give effect to recommendation 3, above):*
 - *Security Stock Certificate (in relation to the security stock to be issued to LGFA)*
 - *Stock Insurance Certificate (in relation to the above Security Stock Certificate: and*
 - *Chief Executive Certificate.*

5. *That the West Coast Regional Council delegates Authority to any one or more of the Acting Chief Executive, Chairman Allan Birchfield and Cr Debra Magner (Chair of Council's Audit and Risk Committee) to execute the Final Terms for the debt securities issued by the Council to LGFA on 26 May 2021 (to give effect to recommendation 3, above: and*
6. *That the West Coast Regional Council delegates Authority to the Acting Chief Executive, Chair Allan Birchfield and Cr Debra Magner (Chair of Council's Audit and Risk Committee) to execute other such documents and take such other steps on behalf of Council as the Acting Chief Executive considers is necessary or desirable to execute or take to give effect to recommendations 3. above.*

Carried

GENERAL BUSINESS

There was no general business.

The meeting closed at 6.05 p.m.

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Chairman

.....
Date

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|---|----------------------------------|
| Report to: Council/Committee | Meeting Date: 9 June 2021 |
| Title of Item: Chairman's Report | |
| Report by: Chairman Allan Birchfield | |
| Reviewed by: | |
| Public excluded? No | |

Purpose

For Council to be kept informed of meetings and to provide an overview of current matters.

Summary

This is the Chairman's report for May 2021.

Meetings attended:

- I attended the Joint Committee meeting for West Coast Civil Defence Emergency Management on 12 May in Hokitika.
- I attended the Mayors Chairs and Iwi Forum on 12 May.
- I attended the NZTA meeting and the Regional Land Transport Plan hearing on 21 May.
- I attended the Te Tai o Poutini Plan Committee meeting at Arahura Marae on 25 May.
- I attended a Regional Land Transport Committee meeting on 26 May to approve the Regional Land Transport Plan.
- I attended the Values launch on 28 May, along with the "Owning our Message Workshop" on 28 May.

Recommendation

That this report is received.

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|---|----------------------------------|
| Report to: Council | Meeting Date: 9 June 2021 |
| Title of Item: CEO's report | |
| Report by: Heather Mabin, Acting Chief Executive | |
| Reviewed by: | |
| Public excluded? No | |

Report Purpose

The purpose of this paper is to provide Council with transparency around the meetings that the Acting Chief Executive has been involved in and to provide Council with an overview of current matters.

Report Summary

With the unanimous backing of Council, on 30 April Chair Allan Birchfield and Cr Debra Magner, Chair of Council's Audit & Risk Committee, asked Heather Mabin to Act as Chief Executive on an interim basis. The brief for her appointment was to act as a steady pair of hands to keep Council moving forward.

This paper details the interactions, appointments, significant contracts executed, and meetings attended by the Acting Chief Executive in May 2021.

Draft Recommendations

It is recommended that Council resolve to:

Receive this report.

Issues and Discussion

Current situation

Activities undertaken in May 2021 by Heather Mabin were:

- May 5
 - Met with three representatives of AON, Council's Insurance Brokers, about November renewal of Insurance.
- May 6
 - Attended Kotahitanga ki te Uru Alliance Group meeting at DWC.
- May 10
 - Attended via Zoom Three Waters Reform – South Island Councils and Papatipu Runanga hosted by Ngai Tahu.
- May 12
 - Attended the Joint Committee meeting for West Coast Civil Defence Emergency Management
 - Attended the Mayors Chairs and Iwi Forum.
- May 13
 - Held a Council-wide debrief for WCRC staff on current issues facing Council.
 - Attended WCRC internal Health & Safety meeting.
 - Attended via Zoom Three Waters Update – Mayors, Chairs and Chief Executives.
- May 14
 - Executed contract with NIWA for the delivery of the Westport Flood Forecasting System as per Council approval.
- May 17
 - Attended via Zoom the Tai Poutini West Coast Nursery discussion.

- May 18
 - Met with Bancorp representative, Miles O'Connor, about Council's borrowings.
 - Attended via Zoom the River Managers SIG meeting.
- May 20
 - Attended via Zoom meeting with Warren Ulusele from DIA about update on IRG projects.
- May 21
 - Attended the NZTA meeting on Speed Limit Rules and the Regional Land Transport Plan hearing.
 - Executed as approved by Council the BCA Transfer Deed on behalf of Council.
- May 24
 - Attended via Zoom the South Island Regional Council's CEO's meeting.
- May 25
 - Attended the Te Tai o Poutini Plan Committee meeting at Arahura Marae.
 - Approved the appointment of Gordon Harris as Financial Accountant on an interim contract basis through Crescent Consulting.
 - Executed the documentation as approved by Council related to the rollover of \$2,000,000 debt held with LGFA; the Chief Executive Certificate, Stock issuance Certificate and the Security Stock Certificate.
 - Held a meeting via phone with AuditNZ, Robert Mallinson and Cr Debra Magner about the status of the AR2020 final audit sign-off.
- May 26
 - Accepted Robert Mallinson's notice of intention to retire on Friday 27 August 2021.
- May 27
 - Discussed via phone with AuditNZ regarding current status of the audit of CD, timelines that should apply, timing of the LTP audit and consequence of timing of Interim Financial Audit originally planned for 21 June 2021.
 - Emailed copies of letters to Ministers O'Connor and Parker, as per Council approval, regarding variations to the Freshwater Package.
- May 28
 - Welcomed staff and governance reps to Values launch Mix and Mingle morning tea.
 - Approved the appointment of Neil Selman as part-time resource to continue to assist with the LTP, manage Finance team, oversee financial end of year and preparation of 2021 Annual Report.
- Attended both "Owning our Message" Workshops.

On 28 May I gave notice to Chair Allan Birchfield and Cr Debra Magner that I would be on leave on 1 June and that Claire Brown, CDEM Manager, would be responsible for CEO matters that day.

Considerations

Implications/Risks

Transparency around the activities undertaken by the Acting Chief Executive is intended to mitigate risks associated with Council's reputation due to the need for her appointment.

Significance and Engagement Policy Assessment

There are no issues within this report which trigger matters in this policy.

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|--|----------------------------------|
| Report to: Council | Meeting Date: 9 June 2021 |
| Title of Item: Operations Monthly Works Report | |
| Report by: James Bell – Engineering Officer, Paulette Birchfield - Engineer, Brendon Russ – Engineer, Sabrina Swensson – Business Support Officer | |
| Reviewed by: Randal Beal – Director of Operations | |
| Public excluded? No | |

Purpose

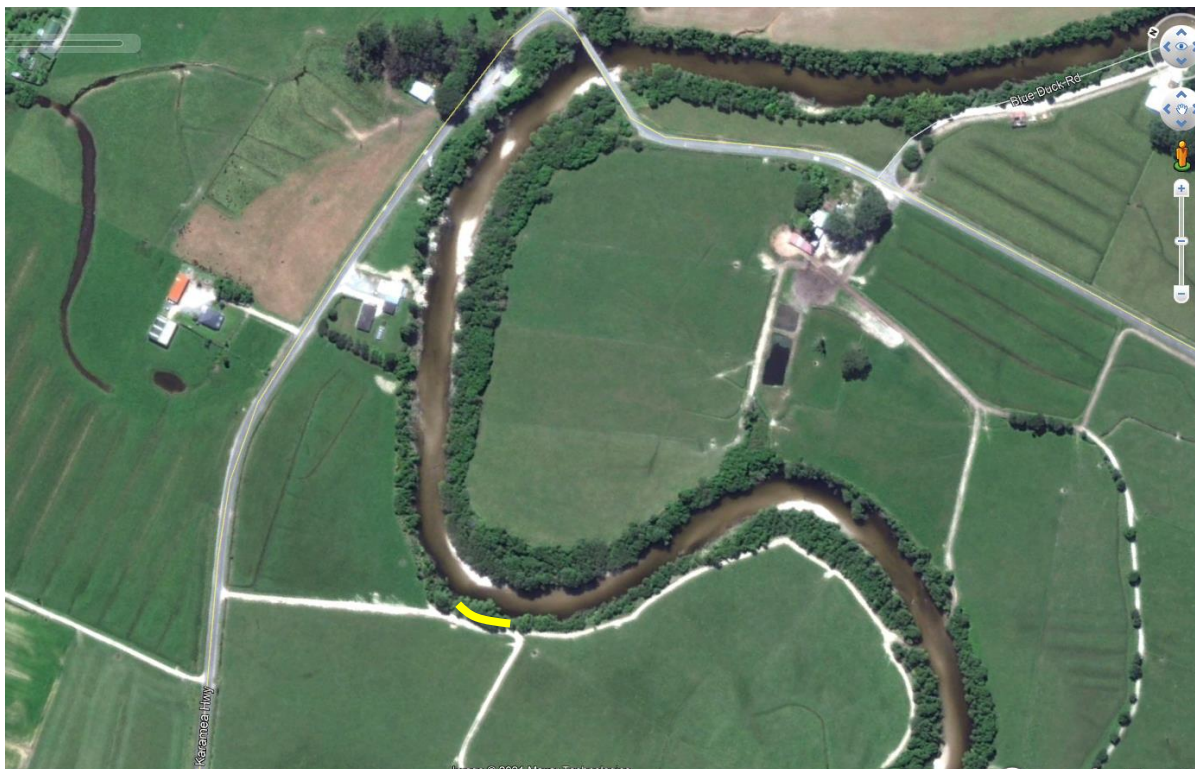
The purpose of this report is to provide Council with an overview of the works undertaken during the month of May 2021. Also presented in this report will be the production and sale of rock from the council owned quarries during the month of April 2021.

Summary

Karamea Rating District – Little Wanganui River May 2021

Remediation works are planned to prevent slumping of the riverbank behind 3 small spurs on the Little Wanganui River.

Two of the spurs (#46) are included as Karamea Rating District infrastructure and have been in place for some time. The asset register shows a top up of 140 tonnes of rock in 2015.



Inchbonnie Rating District – May 2021

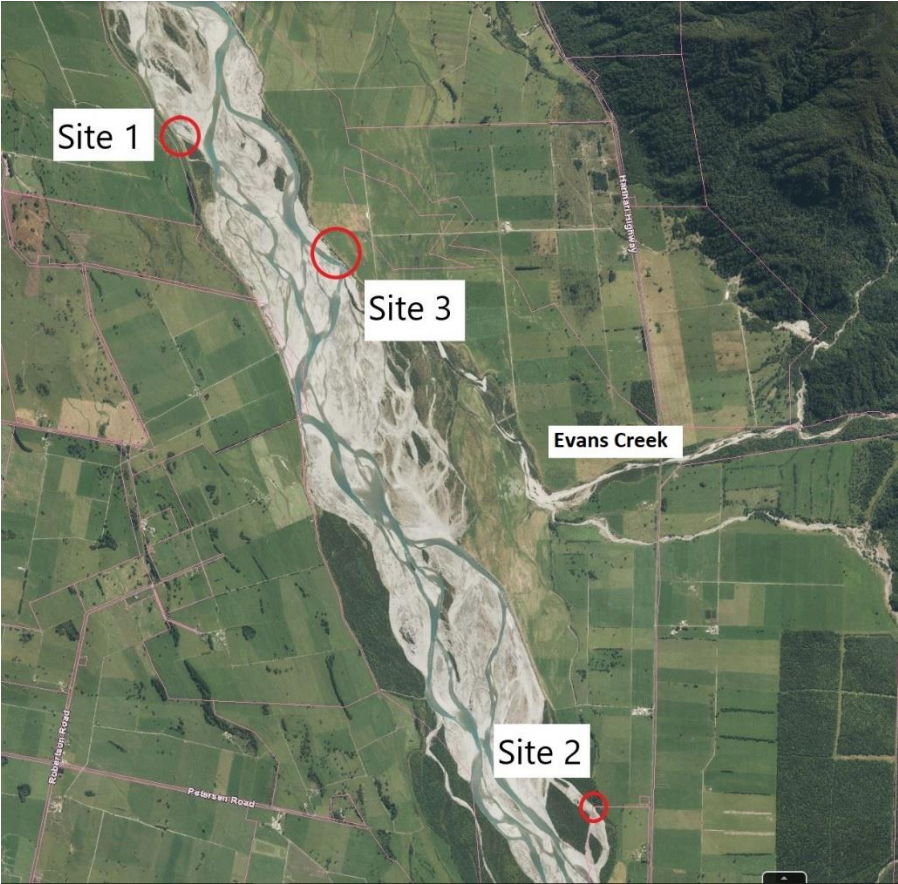
MBD Contracting have been engaged to construct a stop bank out of quarry rubble/waste from the WCRC Inchbonnie Quarry. Approximately 12,500 tonnes have been placed and formed into a stop bank.



Location of new stopbank

Wanganui Rating District – May 2021

Arnold Contracting was the successful tenderer to place approximately 1,600 tonnes of rock at multiple locations on the Wanganui River at a cost of approximately \$45,000 +GST.



Implications/Risks

Karamea

If the planned works are not carried out the slumping could get worse.

Inchbonnie Rating District

Work was required to deviate flood waters away from existing stopbanks that are not protected with rockwork. These works were carried out under an existing resource consents or rule 20 of the WCRC Land and Water plan.

Wanganui Rating District

Work was required to reinstate existing assets that were lost or damaged during a flood event. These works were carried out under an existing resource consents or rule 20 of the WCRC Land and Water plan.

Views of affected parties

Karamea

The works will be discussed with the rating district committee.

Inchbonnie Rating District

The works were agreed to with the Spokesman and committee of the Inchbonnie Rating District

Wanganui Rating District

The works were agreed to with the Spokesman the Wanganui Rating District Rating District

Financial implications

Karamea

There is no current budget for these works.

Inchbonnie Rating District

Work is to be paid for from the Inchbonnie Rating District maintenance account.

Wanganui Rating District

Work is to be paid for from the Wanganui Rating District maintenance account.

IRG Shovel Ready Projects

Greymouth Floodwall – working with Stantec on short form agreement for the provision of project management services.

Westport Flood Warning System – The contract with NIWA has been signed and initial workshops have taken place.

Hokitika Seawall – Variations to existing resource consents have been submitted, so that the first 225m of Seawall from Stafford Street to Hampden Street can commence.

Franz Josef – Land River Sea Consulting Ltd have been engaged to carryout flood modelling and design work for the heights and alignments of new and existing stop banks.

NZTA are finalising their contribution towards the required co-funding for the south side assets and are proposing to pay this contribution in the current financial year. The invoice will be authorised by the Acting CEO.

Quarry Rock Movements for the period of April 2021 (excluding Royalty Arrangements)

| Quarry | | Opening Stockpile Balance | Rock Sold | Rock Produced | Closing Stockpile Balance |
|---------------|-------|---------------------------|-----------|---------------|---------------------------|
| Camelback | Large | 37,033 | 0 | 0 | 37,033 |
| Blackball | | 670 | 0 | 0 | 670 |
| Inchbonnie | | 10,000 | 0 | 0 | 10,000 |
| Kiwi | | 0 | 0 | 0 | 0 |
| Miedema | | 0 | 0 | 0 | 0 |
| Okuru | | 450 | 0 | 0 | 450 |
| Whitehorse | | 0 | 0 | 0 | 0 |
| Totals | | 48,153 | 0 | 0 | 48,153 |

RECOMMENDATION

That the report is received.

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|---|----------------------------------|
| Report to: Council | Meeting Date: 9 June 2021 |
| Title of Item: West Coast Regional Land Transport Plan 2021-31 | |
| Report by: Nichola Costley – Manager Strategy and Communications | |
| Reviewed by: Heather Mabin, Acting Chief Executive Officer | |
| Public excluded? No | |

Report Purpose

For Council to adopt the draft West Coast Regional Land Transport Plan 2021-31 and for submission to Waka Kotahi NZ Transport Agency by 30 June 2021.

Report Summary

The RTC have completed the required process for drafting the West Coast Regional Land Transport Plan 2021-31 (RLTP), including consultation, hearing and deliberations. Transport is vital to everyday life, from going to where we work and play to getting access to the goods and services we need, providing for the economic, social and cultural wellbeing of our communities now and in the future (as per Section 10 of the Local Government Act 2002). The RLTP is a core document which sets out the strategic direction for the region's transport network and how this is to be funded. The RTC is recommending the draft RLTP to Council for adoption. Adopting the RLTP will enable it to be submitted to Waka Kotahi NZ Transport Agency to secure funding for the approved organisation's (West Coast Regional Council, Buller District Council, Grey District Council, Westland District Council, Waka Kotahi NZ Transport Agency and Department of Conservation) transport programmes.

Draft Recommendations

It is recommended that Council resolve to:

Adopt the West Coast Regional Land Transport Plan 2021-31 as per section 18B(3)(a) of the Land Transport Management Act 2003, and submit this to Waka Kotahi NZ Transport Agency.

Issues and Discussion

Background

The West Coast Regional Transport Committee (RTC) is a Joint-committee of Council. The objective of the RTC is to undertake the functions as prescribed by the *Land Transport Management Act 2003*. The Committee's Terms of Reference state that the role and functions are:

1. To undertake the statutory requirements of the *Land Transport Management Act 2003*.
2. To prepare the Regional Land Transport Plan or any variations, for approval by the West Coast Regional Council.
3. To prepare and adopt a policy that determines significance in respect of:
 - a. Any variations made to the Regional Land Transport Plan.
 - b. Activities included in the Regional Land Transport Plan.
4. To provide any advice and assistance the Regional Council may request on its transport responsibilities generally.
5. To undertake monitoring to assess implementation of the Regional Land Transport Plan.
6. To consult on a draft Regional Land Transport Plan for the West Coast region in accordance with the consultation principles specified in section 82 of the *Local Government Act 2002*.

7. To complete a review of the Regional Land Transport Plan during the 6-month period immediately before the expiry of the third year of the Plan.
8. To advise the Regional Council on any significant legislative changes, programmes, plans or reports relating to the region's transport system.
9. To represent and advocate for transport interests of regional concern.
10. To consider and submit on transport related policies, plans and consultation documents issued by the Ministry of Transport, New Zealand Transport Agency, regional/district councils, and other relevant organisations as considered appropriate.
11. To engage with other regional transport committees and working parties as required.
12. To consider advice and recommendations from the West Coast Regional Transport Advisory Group.

The Regional Land Transport Plan (RLTP) outlines the current state of our region's land transport network and the key challenges the West Coast faces now and in the future.

Current Situation

In line with the requirement under the Act, the RTC has completed its six-yearly review of the RLTP. The Regional Transport Advisory Group (the technical working group for the RTC made up of staff from each of the four Councils, Waka Kotahi NZ Transport Agency, Department of Conservation and Development West Coast) has developed the draft 2021 RLTP over the past 12 months. The public consultation process was undertaken from Wednesday 24 March to Friday 30 April 2021.

In total five submissions were received, including one late submission. Submissions received were focussed on the interests of those submitting.

The Hearing, and deliberations, were held on 21 May 2021. The RTC made changes to the draft based on the feedback provided which included:

- Additional wording regarding walking and cycling throughout the plan; and
- Addition of a new project for funding (Little Wanganui Bridge replacement).

The RTC met on 26 March 2021 to finalise the RLTP and are now recommending it to the West Coast Regional Council for adoption.

Objectives, Affordability and Feasibility

Section 14 requires that the RTC must have considered alternative regional land transport objectives, and the feasibility and affordability of those alternative objectives. The RTC workshopped potential objectives in December 2020. This confirmed the objectives for this draft RLTP. Proposed activities, and their expenditure, align with these objectives. Submissions also provided feedback on objectives which the RTC considered in deliberations and did not make any changes to the draft objectives.

Affordability is a large part of the feasibility of delivering the activities in the RLTP. There are currently no concerns regarding the ability to deliver for the Road Controlling Authorities once funding is secured. There may still be minor changes to some activities after councils conclude their Long Term Planning processes. Any major changes resulting from a Council's Long Term Plan process will be included via a variation to the RLTP. This would be presented first to the RTC and then Council. If the change triggers the significance policy in the RLTP then consultation under section 82 of the Local Government Act 2003 will be required.

Options Analysis

Under section 18B of the Land Transport Management Act 2003, Council may, after considering the RLTP that has been appended to this report, decide:

- a. to approve the regional land transport plan, without modification; or
- b. to refer the RLTP back to the RTC with a request that the RTC reconsider one or more aspects of the RLTP.

If the council refers the RLTP back to the RTC, the RTC may, after reconsidering the aspects referred in the Council's request, forward to the Council either or both of the following:

- a. an amended RLTP that has been consulted; or
- b. any additional information that has been requested or is considered will help the council with its decision.

Staff do not consider there to be any reason why Council would not be able to adopt the RLTP at their meeting on 9 June 2021.

Costs and Benefits

Not submitting the RLTP by 30 June jeopardises the funding for the six approved organisations in the RLTP.

Considerations

Implications/Risks

The West Coast Regional Council has the responsibility of submitting the RLTP to Waka Kotahi NZ Transport Agency on behalf of the RTC. By submitting the RLTP by 30 June, Council will ensure the RTC meets its statutory obligations. Having undertaken the required consultation for the development of the RLTP, the RTC has had the opportunity to identify other matters which may impact on the economic social and cultural well-being of the West Coast and include these as appropriate.

Significance and Engagement Policy Assessment

There is nothing under this policy that applies.

Tangata whenua views

A hui with Poutini Ngāi Tahu was held prior to consultation to weave this feedback through the document. Poutini Ngāi Tahu were also notified when the RLTP was made available for consultation.

Views of affected parties

The RLTP has been consulted on with both the community (notified through the newspapers of the region, Council's Facebook page and website) and as per the special consultative procedures in Section 82 of the Local Government Act 2002 (these included those councils within the West Coast region and adjoining it, NZ Police, Waka Kotahi, NZ Transport Agency, KiwiRail, Road Transport Association, Westland Milk Products, Poutini Ngāi Tahu, Development West Coast, Department of Conservation and Federated Farmers). Five submissions were received. While the opportunity to speak at a hearing was provided, no submitters took up this opportunity. Feedback from submissions was included within the draft RLTP as appropriate.

Financial implications

Funding for the Regional Council has been factored into the Council's Long-Term Plan. Other funding streams are the responsibility of the approved organisation(s) as identified in the RLTP.

Funding for Council's transport programmes has been factored into the Long Term Plan.

Legal implications

Legislative obligations of the RTC

In approving the RLTP, the RTC has a range of obligations under Section 14 of the Land Transport Management Act (LTMA).

Firstly, the RTC must be satisfied that the RLTP contributes to the purpose of the LTMA and is consistent with the Government Policy Statement on Land Transport. The RLTP achieves this through the strategic framework and includes a table which outlines alignment with central government strategic areas.

The RTC must have considered any relevant National Policy Statements, Regional Policy Statements and Plans under the Resource Management Act 1991. This policy context was taken into consideration in the development of the plan and is outlined in the first half of the document.

The RTC must also consider the New Zealand Energy Efficiency and Conservation Strategy 2017-22. This has been reviewed and strongly advocates for efficient and low emissions transport. The RLTP aligns, where practicable, in the objectives, targets, priorities and activities.

Changes in the New Zealand statutory context (RMA reform, proposed development of a Strategic Planning Act, development of a Climate Change Adaptation Act) will impact the planning horizon of the RLTP. At this stage it is unclear what the impact will be, however, the long term issues of resilience, safety, a fit for purpose transport network that connects our users throughout the region will likely remain key issues within that time frame. Therefore, irrespective of the statutory framework within which these matters are addressed, the objectives of the RTC are likely to continue to have relevance.

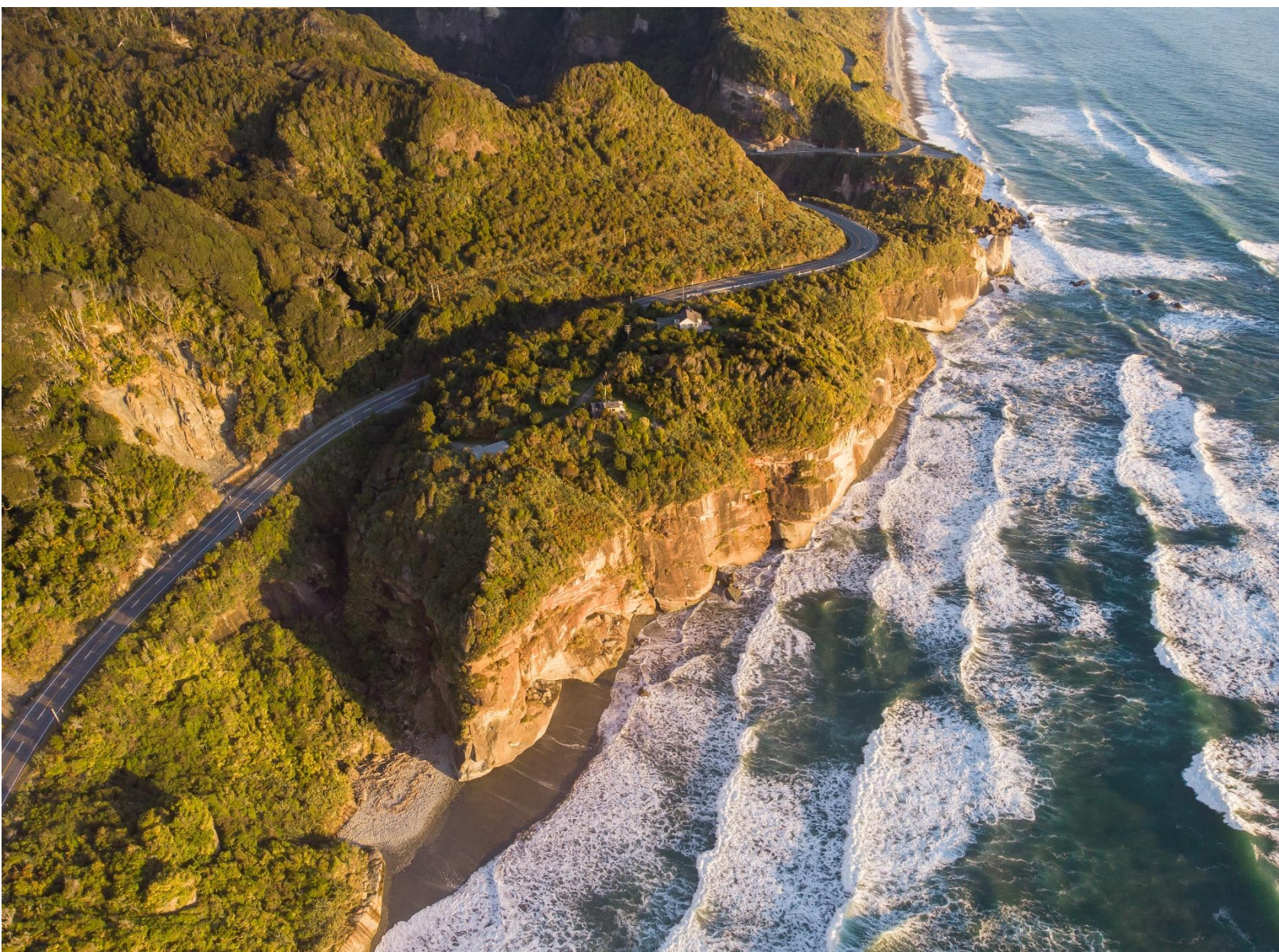
Attachments

Draft West Coast Regional Land Transport Plan 2021-31



DRAFT

West Coast Regional Land Transport Plan 2021 - 2031



Joint statement from the South Island Regional Transport Chairs

The transport system provides the arteries and veins that bring life to our communities, support regional prosperity and improve the overall wellbeing of the South Island. The transport system connects our communities, allowing people to travel safely and efficiently across our diverse landscapes, and enables the safe and efficient movement of the freight task. It is imperative to ensure the transport network is working as effectively as possible.

The South Island Regional Transport Committee Chairs and Deputy Chairs Group was formed in 2016 for this purpose. The Group seeks to significantly improve transport outcomes for all modes in the South Island through better inter-regional collaboration and integration.

The Group is focused on ensuring the South Island stays at the forefront of central government thinking. The formation of the Group recognises that the South Island advocating with one voice is more effective than seven regions advocating independently on the same matters.

This approach seeks to ensure that the needs and aspirations of our South Island communities are recognised and understood by the Central Government. We want to be seen by Central Government as a group of 1 million people with a common aspiration for our transport system. Notwithstanding, each region in the South Island has unique characteristics, but at the same time, will share similar transport priorities and challenges.

These shared priorities form the priorities of this group and are listed below.

Priority areas

1. Advocacy for transportation in the South Island, including tracking how Central Government investment including the National Land Transport Fund (NLTF), Provincial Growth Fund (PGF) etc. is being allocated across the country
2. Resilience of the transport network
3. Freight journeys across the South Island
4. Tourism journey improvements across the South Island
5. An enabling funding approach for innovative multi-modal (road, public transport, walking, cycling, rail, air and sea) solutions
6. Explore opportunities for inter-regional public transport.

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1. Introduction

The West Coast Regional Land Transport Plan (RLTP) sets out the current state of our transport network, the challenges facing the region and the priorities for future development. The Plan sets out:

- The context in which the transport system operates
- The vision and strategic objectives for the transport system
- The priorities for investment – key areas where further investment is required in order to achieve the vision and objectives
- A prioritised regional programme of transport activities.

This RLTP was developed by the West Coast Regional Transport Committee (RTC). The RTC is a joint committee of the region's councils as well as Waka Kotahi. Developing the RLTP is the primary role of the RTC and is a requirement for each region's RTC across New Zealand. It is part of the nationwide process in which local councils, regional councils, Department of Conservation and Waka Kotahi work together to identify the problems and prioritise investment in the land transport network.

The activities of the approved organisations are provided in a single coordinated three to six-year programme. This programme is the region's bid for funding from the National Land Transport Fund (NLTF).

Addressing the key problems in this RLTP will be the focus for investment in the next 10 years. Our communities rely on the transport network for their very existence. Our communities and towns need to remain connected and freight must be able to travel from source to port in an efficient and cost effective manner. Our networks must be resilient across the region but also in the connections between regions. Deferred maintenance and changes in the types of vehicles using various routes has resulted in some parts of our transport network becoming inadequate. Our road safety focus will be on managing community attitudes and behaviour towards speed management. Addressing changing environmental and user demands, along with constraints on funding, will require a longer-term approach to our transport planning to ensure our network is fit for purpose in the future.

1.1 South Island Regional Transport Committee

The Chairs of the South Island Regional Transport Committees have joined together to improve transport outcomes across the South Island and help drive the economy and better serve communities through collaboration and integration.

1.2 COVID-19 implications for land transport

This draft RLTP was developed during the Covid-19 pandemic. The long-term effects of the pandemic remain unknown.

In early 2020, Waka Kotahi reviewed the implications for land transport in New Zealand as a result of Covid-19. The review noted that the West Coast economy relies heavily on a small number of industries with tourism, agriculture and mining making significant contributions, and employment in the two later sectors was forecast to remain stable. However, the impact on tourism was expected to be significant due to the regions reliance on this sector, particularly in South Westland. This has certainly been the case with South Westland towns such as Franz Josef and Fox Glacier experiencing significant economic and now social issues.

Transport will have an important part to play in supporting the recovery from the pandemic. There remains an ongoing need for transport services to improve access to employment and essential services, particularly for vulnerable communities. Maintaining safe and reliable road and rail freight connections is vital.

While the New Zealand tourism market has been seriously affected by the closing of international borders, the RLTP has been prepared with an expectation that this sector will recover over time. It is likely that there will be changes in the tourism experience being sought, and delivered, when tourism activity resumes.

1.3 Economic stimulus

There has been a significant amount of planned and emergency funding made available in the lead up, and development, of this RLTP. The West Coast has been identified as a 'surge region' and since 2018, sectors across the region have benefitted from investment through the Government's Provincial Growth Fund. Investment from the Provincial Growth Fund had a strong focus on tourism development to capitalise on increasing visitor numbers. In March 2020 the Government released its fiscal and economic response to the Covid-19 pandemic, asking Crown Infrastructure Partners for projects that were 'shovel-ready' or likely to be ready within six months, to assist with the Country's economic recovery. These funding injections have led to the progress of transport projects across the region; projects that would not have been funded for many years due to a small rating base, limited funding availability and the rising cost of maintaining and renewing infrastructure.



2. Strategic context

2.1 Our region

The transport network exists to connect people with places and allow the freight that sustains our communities to flow. It contributes to our wellbeing as individuals, communities and as a region.

Fairly isolated from the rest of the country, the West Coast is also New Zealand's most sparsely populated region. Stretching some 600km from north to south, wedged between the Tasman Sea and the Southern Alps, the natural environment and topography are key influencers of not just the economy but the transport network too.

Tai Poutini West Coast is known for its rugged coastline, high mountains, forests, lakes, rivers, lagoons and karst systems. People choose to visit the region because of this 'untamed natural wilderness', and its recreational and historic attractions. Approximately one quarter of all public conservation lands in New Zealand can be found on the West Coast making it a key asset of the region.

With yearly rainfall totals averaging between 1,746mm and 11,228mm, the West Coast is the wettest region in New Zealand. Extreme weather events, flood prone river systems, proximity to the Alpine Fault, landslips and exposed coastal areas are hazards that regularly disrupt the transport network. The frequency and scale of these events is anticipated to increase in the future further exacerbating the current issues.

Approximately half of the West Coast population reside in the three main towns of Westport, Greymouth and Hokitika. The remaining population are dispersed in small towns throughout the region, connected in the majority, by the State Highway.

The West Coast economy is reliant on a small number of industries who in turn, have a high dependence on the natural resources of the region. A downturn in the mining sector around 2010 saw agriculture, particularly dairy, come to the fore. Today, mining, and in particular the extraction of gold, has grown significantly. New opportunities are also being sought in the horticulture and boutique sectors. Coal from the West Coast is still used for the manufacturing of steel.

The West Coast has a relatively high share of GDP from exports, 44.3% in 2019 compared to 27.2% nationally. Agriculture dominates exports, with dairy product manufacturing accounting for 50.4% (\$412.4m) of total exports from the region. Raw and processed goods are primarily exported by road and rail to neighbouring regions for further distribution nationally and overseas. The local road network is critical to connect businesses and freight hubs, rail links and the state highway network. These links feed into the ports for export highlighting the importance of an intermodal transport network for the extractive industry.

Over the past 10 years, the West Coast has experienced significant growth in domestic and international tourism markets, and in some areas become particularly reliant on tourism. With 40 guest nights booked per capita, five times higher than the national average¹ (in comparison, the second highest region Otago has 26 guest nights booked per capita), the contribution of tourism to GDP is significant compared to the rest of New

THE WEST COAST CONSERVATION ESTATE

A unique backdrop for domestic and international tourism, the West Coast Conservation Estate comprises 1.912 million hectares or 84% of the region, including:

- 5 national parks
- 1 world heritage area
- 114 scenic reserves
- 19 historic reserves
- 92 recreation reserves
- 45 ecological areas
- 21 amenity areas
- 390 stewardship areas
- 5 gazetted wilderness areas

Within this, the Department of Conservation manages:

- 1,287km of tracks
- 146 huts
- 2,009 structures
- 11 roadside camps

¹ Waka Kotahi Arataki Version 2 – West Coast

Zealand. From 2012 to 2019 the tourism share of GDP in the region has more than doubled (6.7% to 14.9%), while absolute growth from 2012 to 2019 was 81.6% (\$152m to \$276m). Tourism is also a major contributor to employment in the region, supporting 22.5% or 3,657 filled jobs.

Travel along the West Coast often forms part of a larger tourist journey that includes Christchurch, Arthur's Pass and Queenstown and/or Nelson, Buller Gorge, Reefton and Lewis Pass. The Lonely Planet describes the drive down the West Coast from Punakaiki to Greymouth as one of the 'top ten coastal drives in the world'. The West Coast Tourism Strategy was launched in 2016 along with the new Untamed Natural Wilderness brand. A coordinated approach to promoting and developing tourism in the region was a catalyst in driving tourism growth. Identification and marketing of six tourism icons (Oparara Arches, Punakaiki – Pancake Rocks, Lake Brunner, Hokitika Gorge, Glacier Country, Haast world heritage area) in the region sought to diversify the product range. Alongside these, the rich and diverse natural environment comprising the mountains, lakes, rivers, lagoons, coastal beaches and outlooks dotted with historic settlements are major attractions to the region.

The glaciers in Westland are the third most common reason overseas visitors give for coming to New Zealand. Along with Lake Matheson, the Glaciers were hosting approximately 1 million visitor per annum with international visitors made up 76 percent of visitors. The majority of visitors to the northern West Coast visit Punakaiki, Cape Foulwind, Denniston and the Oparara Arches. Of these, the Dolomite Point walk at Punakaiki is the most popular destination with approximately 450,000 visitors per annum.

The West Coast tourism product is completely dependent on the transport network, primarily the State Highways, but also the local and Department of Conservation roads to travel the 'final mile' to access the destination. Visitors to the region travel predominantly via self-drive vehicles as opposed to buses, as they seek the 'off the beaten track' experiences and require a safe a reliable transport network as they visit the scenic wonders of the West Coast.

Guest nights to the West Coast for the year ended September 2019 were 1,317,906, a fall of 5.8 percent compared to the previous year. Tourism growth was strong but due to severe weather events which severed the key transport route through South Westland and the uncertainty this caused for the industry going forward, a decline in numbers had begun. The spread of Covid-19 around the world in February 2020, and the closure of international borders, has put the brakes on the West Coast tourism industry, particularly in South Westland. Tourism is not predicted to return to anything like normal until at least July 2022. Domestic tourism

INVESTING IN TOURISM

Many of the new or upgraded tourism destination and facilities, or those planned, have been funded through the Provincial Growth Fund as a means of transitioning away from extractive industries. These projects include:

- \$25.6 million to transform Punakaiki into a world class visitor destination
- \$3.5 million upgrade of the Croesus Road to provide access from Blackball to the Paparoa Track (Great Walk)
- \$9.36 million development of the Kawatiri Coastal trail along the coast from Charleston to Westport
- \$5.7 million development and restoration of the Oparara Basin
- \$17.87 million to bring the stories of Poutini Ngāi Tahu to life across the region.

Other investments include:

- Upgrade of the Hokitika Gorge track making this one of New Zealand's best short walks.
- Upgrade and development of cycle trails in Reefton, Westport, Greymouth
- New Peak View lookout for Fox Glacier in Westland – an alternative attraction developed following the closure of the Fox Glacier access road after a significant flood in 2019.

Each of these investments have, or will, impact the transport network; increasing traffic flows, changing travel routes or transport modes. Future investment in the transport network will need to take this into account.

provides some relief, but this is being experienced primarily in the Buller and Grey Districts, destinations closer to bigger population centres. Commercial travel, travelling to other towns for work related purposes, continues to be strong.

2.2 Our people

The West Coast is the country's fifth largest region by land area, but the smallest by population size. Its resident population of 31,575 (as at the 2018 Census) saw an increase of just 249 from 2006 (0.8%). However, the West Coast is one of the few regions in New Zealand projected to have a decline in population over the next two decades with an estimated (medium scenario) 6% decline from 2018-43 to a population of 30,600.

While the official projections indicate a population decline, this may be incorrect. With house prices increasing and a housing shortage throughout New Zealand, more people may consider purchasing in regions where prices are more affordable. Action from key organisations across the region to encourage more people to relocate to West Coast is showing anecdotal success.



Demographically, the West Coast's population is not dissimilar to the rest of New Zealand, although it does have a slightly smaller proportion of school age and younger children, and a slightly higher proportion of the population of retirement age.

Mana whenua

Ngāi Tahu are the tangata whenua that hold the mana of the West Coast and further parts of the South Island. Ngāi Tahu's takiwa (tribal area) is the largest in New Zealand, and extends from White Bluffs/Te Parinui o Whiti (southeast of Blenheim), Mount Mahanga, and Kahurangi Point in the North to Stewart Island and the Subantarctic Islands in the south. Ngāi Tahu comprises 18 runanga (governance areas) corresponding to traditional settlements.

There are two rūnanga who are the kaitiaki (guardians) of the West Coast region. These are:

- Te Rūnanga o Ngāti Waewae is the mandated representative body of Ngāti Waewae, a hapū of Ngāi Tahu. Their takiwā is centred on Arahura and Hokitika and extends from the north bank of the Pouerua River to Kahurangi and inland to the main divide. Ngāti Waewae shares the area between Hokitika and Pouerua with Ngāti Māhaki. Te Rūnanga o Ngāti Waewae is based at Arahura Marae, where the whare tipuna (meeting house) is Tuhuru, named after a great fighting chief of Poutini Ngāi Tahu.
- Te Rūnanga o Makaawhio is the mandated representative body of Ngāti Māhaki ki Makaawhio, a hapū of Ngāi Tahu. Their takiwā is centred at Makaawhio (Jacobs River) and Mahitahi (Bruce Bay) and extends from the south bank of the Hokitika River to Piopiotahi and inland to the main divide. Ngāti Māhaki share the area between Pouerua and Hokitika with Ngāti Waewae. Te Rūnanga o Makaawhio is based at Te Tauraka Waka a Māui Marae, where the whare tipuna is Kaipo, named after an ancestor of all Poutini Ngāi Tahu.

2.3 Our transport system

This section provides a high-level overview of the key transport systems' contribution to the network on the West Coast. Our transport network provides the connections communities need to live day to day. This connectivity is essential for the economic, social and cultural wellbeing of the West Coast. Transport links can create a vibrancy and vitality to a community, a town or a region.

TRAVEL TO AND FROM WORK ON THE WEST COAST

Based on Census 2018:



65% of those in employment usually used a private car or company vehicle to get to work on the West Coast



20% of people worked from home, compared to 12% nationally



8% walked or jogged



2% biked to work

Road network

Despite the West Coast having less than 1 percent of New Zealand's population, state highways within the region account for 8% of the total length of the national state highway network, almost three times as high as the national average. The performance of the state highway is therefore particularly important for the West Coast.

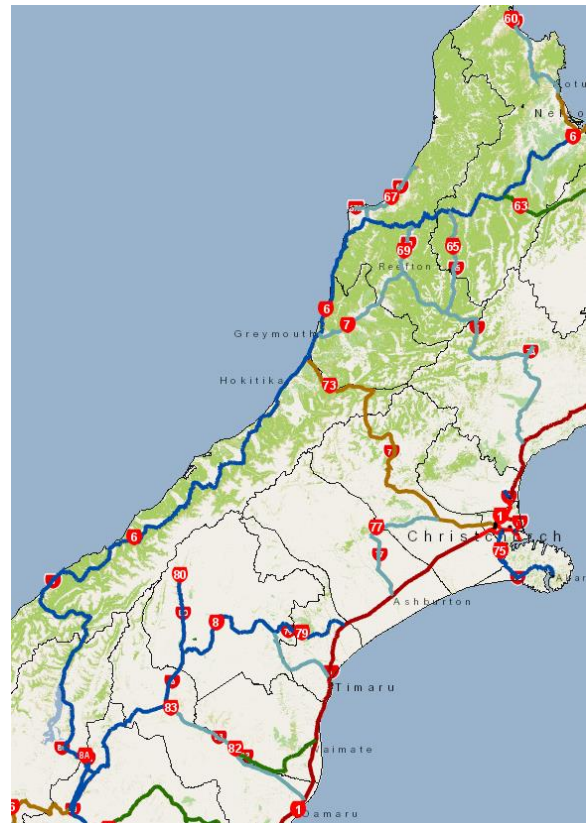
The network of state highways and local roads, as well as a freight rail connection linking Hokitika, Greymouth and Westport to Lyttleton, is critical for the rural-based economy, moving goods to production centres and on to domestic and international markets. The geographically dispersed nature of primary sector industry (mining, agriculture and forestry) requires heavy vehicles to drive on low volume roads that are narrow and winding and often not designed with these vehicles in mind. Intermodal connections are essential to the future of the efficient movement of freight for the region. Logs are now coming into Greymouth to be transferred from road to rail. The inland port at Stillwater provides for the transfer of coal from truck to rail. River ports in Greymouth and Westport currently provide little in the way of freight transport.

State Highway 6 makes up the transport spine of the network, from Haast through to Westport, and north to Nelson. State Highways 73 and 7 provide links to Canterbury, with the former recognised as critical to the movement of freight for the region.

There are two Special Purpose Roads (SPR) on the West Coast:

1. Karamea Highway (including Karamea-Kohaihai Road) in the Buller District
2. Haast to Jacksons Bay Road in the Westland District

Both roads are part of the national transition of SPR roads to local road status, and subsequent change in funding from the current 100% funding assistance rate (FAR) to the normal rate of each local authority. Whilst a draft Special Purpose Road (SPR) transition plan has been considered for these roads, no



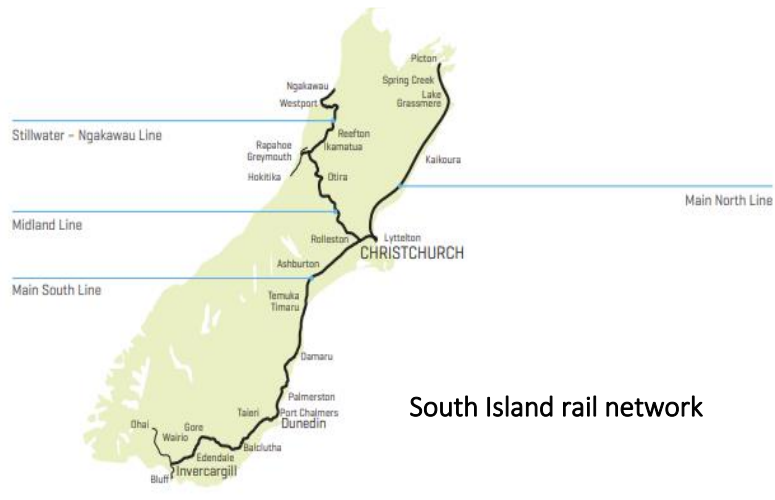
agreement has been reached between Waka Kotahi and the respective councils for a change to Local Road status, nor has there been Council acceptance of responsibility for funding specific activities following any transition. As such, while the forward programme and financial assessment have been developed on the assumption of a 1st July 2024 transition, this is not an endorsement from the councils of Waka Kotahi's preferred approach. A summary of the transition plans and proposed work programmes is outlined in the West Coast Combined Asset Management Plan.

The Department of Conservation is responsible for 186kms of roading that provide access to public conservation land destinations, although approximately 80kms are restricted access roads. Maintenance arrangements for the public roads have in the past been varied, with access roads to the Franz Josef and Fox Glaciers being maintained under ad hoc arrangements. From mid-2020, Department of Conservation public roads will be maintained through the Waka Kotahi State Highway contract for the West Coast.

Weather events have presented repeated resilience issues for the Glacier access roads, resulting in the indefinite closure of the Fox Glacier access road and the temporary closure of the Franz Josef Glacier Access Road. Within the 2021-24 period, the Department and Waka Kotahi will be working with stakeholders to determine a preferred strategic approach to providing access to the Franz Josef Glacier.

Rail

Rail, for the West Coast, is used predominantly for freight; coal, logs and dairy. The branch line to Hokitika primarily caters to Westland Milk Products, bringing raw product to the factory and moving product out of the region for market distribution. Lines to Rapahoe, Westport and Ngakawau have traditionally been used for the movement of coal from source to Lyttleton Port. These movements have decreased over the past decade. Loading points in Greymouth and Stillwater enable the transfer of product from road to rail.



South Island rail network

The TranzAlpine passenger rail service between Christchurch and Greymouth has been described by Lonely Planet as one of the world's 10 most amazing rail journeys. The Government has been investing in the TranzAlpine through the Provincial Growth Fund, recognizing the contribution the service provides to the region bringing 82,000 visitors a year into Greymouth. It was anticipated that the investment would increase those numbers to close to 120,000 passengers within the next decade prior to the global pandemic. There are no commuter rail services available on the West Coast.

The rail network has the potential to contribute to reducing greenhouse gas emissions and improving resilience and safety on interregional route to Canterbury. The ongoing physical, and economic, security of the rail link is vital to the future of the West Coast. New product options for the future may be needed should the export of coal via rail reduces further or ceases entirely.

Public transport

The West Coast does not have a comprehensive public transport network due to its small and dispersed population base, although some private operators provide services where demand warrants such as for tourism and school buses.

The Buller and Westland District Councils receive a subsidy for small (but important) programmes for taxi services in Westport and Hokitika. Subsidised door-to-door transport services are available for people with mobility impairments through the Total Mobility scheme. The scheme is available to people in Westport, Greymouth and Hokitika and carries approximately 17,500 passengers annually. Eligible individuals are entitled to discounts that give them 50% off transport fares with approved operators, up to a maximum of \$30 per trip.

Inter-regional commercial bus and coach services provide some connections between the regional towns and urban centres in other regions. Airports at Westport and Hokitika currently provide commercial services through Sounds Air and Air NZ respectively.

Walking and cycling

While walking and cycling are important transport modes for the West Coast for day to day travel in urban areas, they hold higher prominence as regional attractions with the many walking, tramping and cycle trails on offer. The network of trails is being enjoyed by locals and visitors alike, making the West Coast wilderness more accessible to riders of all abilities and removing cyclists from roads, particularly state highways. This shift to adopting more active modes of transport through walking and cycling, is a critical

component to the revitalisation of areas such as Westport which has received funding to redevelop the waterfront along the riverbank, in addition to the Kawatiri Coastal trail. Gaps remain in the regional network. Developments such as these create new destinations, but investment is required to ensure that safe connections to access these are provided. Due to the trails being 'free' to use, funding the maintenance and operation of the established trails now and into the future is challenging.

There are some dedicated on-road shared cycle lanes primarily in Greymouth, including along the main commuter route into Greymouth along High Street, Shakespeare Street, Greymouth to Boddytown via Marsden Road, as well as Rutherglen Road from State Highway 6 to the tourism attraction Shantytown. Walking facilities were a focus of the District Councils 2019 community survey with themes emerging around a need for improved footpath condition, and provision of better walking and cycling infrastructure in urban areas.

Cycling technology continues to evolve and is allowing cycling to be more accessible to more people. People are able to travel further, faster and to more places on e-bikes than traditional cycles. This has, and will continue to, extend the commute options for people who chose to change modes, as well as opening up recreational cycling routes to a wider range of the population.

Airports

There are limited air services via Westport and Hokitika. Sounds Air operates daily return services between Westport and Wellington. Air New Zealand provides services between Hokitika and Christchurch. The airport at Greymouth caters to private planes and the hospital transfer service. Located at the Greymouth

West Coast Hero Multi-day Rides

- West Coast Wilderness Trail**
- 133km
 - Easy: Grade 2 / some Grade 3
 - Best Grade 2 trail in NZ
 - Voted #1 section of Tour Aotearoa

- Paparoa Track and Pike 29 Track**
- 55km
 - Advanced: Grade 4
 - 2 day
 - Newest Great Walk/Ride
 - Only purpose built Great Ride

- Kawatiri Coastal Track**
- 56km
 - Easy: Grade 2
 - 1-2 days
 - Under Development
 - Potential to be another world class Grade 2 Trail



- Old Ghost Road**
- 85km
 - Advanced: Grade 4
 - 2-4 Days
 - World renowned backcountry ride

- Heaphy Track**
- 78km
 - Advanced: Grade 3
 - 2-4 Days
 - Classic NZ ride

- Tier 2 Trails**
- Reefton**
- A network of mountain bike day rides

- Waiuta-Big River Track**
- 36km
 - Advanced: Grade 4
 - 1-2 Days
 - Notable section of Tour Aotearoa

aerodrome site is the helicopter search and rescue base, land search and rescue base and St Johns Ambulance – all adjacent to Grey Base Hospital.

A \$1.24 million investment from the Provincial Growth Fund (PGF) will soon improve terminal congestion problems and make room for shops and café businesses at the Hokitika airport. These improvements will make the airport facility fit for purpose. The PGF also invested \$2.074M to rebuild 700m of an 850m seawall adjacent to the Westport airport runway after its collapse due to the impact of Cyclone Fehi.

Ports

The West Coast is the only region to be located more than 150km from a major sea port. The ports of the West Coast are strategically important assets that can create resilience against natural disaster, provide for commercial viability and enable economic growth. The West Coast has three small ports located at Westport, Greymouth and Jacksons Bay.

The ports of Westport and Greymouth are river and estuary ports, each having a bar which from time to time makes access problematic. They have not enjoyed the access to international freighters which the deeper ports like Lyttleton, Port Chalmers, Wellington etc. have.

All three West Coast ports are strongly focused around the fishing sector. Although the fishing sector is a significant economic contributor to the West Coast economy, the sector is relatively small in terms of cargo volumes and can only pay for its specific infrastructure (at best). A base cargo is required to turnaround the fortunes of the West Coast ports. The West Coast has a number of mineral, quality timber and agricultural products with strong export markets. The ocean off the West Coast is the location of a significant Fisheries Management Area.

Some larger West Coast businesses have considered utilising the ports as part of a contingency plan should major transport occur on the road or rail network. However, due to the perceived condition of the assets and their future, the ports have struggled to become a robust alternative.

2.4 Transport and land use integration

One of the most significant drivers of demand for land transport is population growth and land use change. The West Coast has a relatively stable population and is unlikely to face the same level of growth experienced in other regions. There is limited ability to change land use on a large scale in the region due to land administered by the Department of Conservation being the primary land use. Transport systems and land use are closely linked.

Land use change cannot just be assessed on the immediate roads or connections involved. The effects on the wider transport network must be considered to identify where potential future infrastructure may be required to service any additional load. This responsibility rests mainly with territorial authorities who control land use in their district plans. The District Plans will soon be replaced with a combined District Plan - Te Tai o Poutini Plan. Te Tai o Poutini Plan will look at spatial planning across the region as well as considering issues such as managed retreat.

2.5 Inter-regional connections

The West Coast is heavily reliant on the transport network of the entire South Island, as well as the Cook Strait ferry which provides the vital road and rail link for people and freight to the North Island. Manufactured and retail goods are typically delivered from distribution centres in Christchurch on a daily basis. A reliable road network to maintain these links is critical to the health and wellbeing of our communities, underpins the regional economy and provides for essential goods and services.

The 'tourist loop'; State Highway 73 from Christchurch to the West Coast, down State Highway 6 through South Westland to Southland and Central Otago, and then State Highway 1 back to Christchurch, highlights the cross-boundary activity and illustrates that for tourists, there really are no regional borders.

There is ongoing concern around the movement of vulnerable road users, particularly cyclists and motorcyclists, along inter-regional State Highways, particularly as they travel within a high-speed environment. For example, due to a lack of alternative routes, some State Highways have been classified as NZ Cycle Trail 'Heartland Rides' (State Highway 6 between Hokitika and Hawea) despite not meeting the prerequisite of being 'quiet, back-country roads'. There are sections of these routes that are not fit for purpose for cyclists.

2.6 Future opportunities

There are a number of plans and strategies that have been developed or are under development that will impact the transport network across the region.

Te Tai o Poutini Plan (West Coast combined District Plan)

Every district in New Zealand must have a working plan identifying community values and how to achieve them by managing where and how services are delivered, and how resources are used. In 2015 some members of the West Coast community asked the Local Government Commission to look at options for streamlining the local Councils. The outcome, the statutory obligations for preparing district plans has been transferred to the West Coast Regional Council overseen by Joint Committee.

Te Tai o Poutini Plan will include a specific section to address transport matters, as well as broader infrastructure provisions. The provisions, including rules, will cover roading, rail, airports, heliports and ports. Nationally significant infrastructure, such as the state highway and rail network, will be recognised, as well as other transport infrastructure. Designations will also be updated through this plan process. Given the critical nature of transport networks to everyday life, this Plan will have a significant influence on addressing matters associated with hazards and risks, subdivision, zones and development areas.

West Coast Economic Development Strategy 2018-2025

Key strategies have been identified in the West Coast Economic Development Strategy to enable the West Coast to become a thriving and prosperous region in which to live and work. The key strategies to deliver the vision include:

- Attract new business that diversifies our economy
- Create added value opportunities to future proof existing business
- Continued investment in tourism to support new economy
- Infrastructure investment to support growth and resilience
- Maximise use of Stewardship and Cultural land
- Education and training programs fit for purpose
- Maximise the Māori economy – He kai kei aku ringa
- Access and meet demands of ageing population

Ensuring the West Coast has resilient transport infrastructure, including highway that can cater to HPMV and 50MAX vehicles, is one of the identified building blocks to executional success.

The Economic Development Strategy builds on the previous work in the Tai Poutini West Coast Growth Study and subsequent West Coast Economic Development Action Plan 2017. The Growth Study recognised the West Coast's remoteness and distance from key economic centres means that the region is very dependent on safe and reliable transport links. The road network is particularly important given limited rail and air services to and from the region. The Growth Study identified the role of transport in economic growth as:

- Investment in road resilience, safe and reliable connections along the West Coast into the region from the north, east and south are critical to supporting the region's economy
- Growing the economic benefits from visitors and supporting the tourist industry, through enhanced visitor experiences, corridor improvements and increased visitor information
- Support will continue for regional walking and cycling trails where there are opportunities to grow tourism and support increased expenditure from visitors.

Securing the future of the West Coast ports

The West Coast ports of Westport, Greymouth and Jackson Bay are making losses following a decline in export cargoes, the most recent example being the closure of Holcim at Cape Foulwind. Assets of all three ports are in poor condition reflecting their financial performance and low cargo volumes. There is little confidence that the ports can recover to become strong growth businesses.

Development West Coast commissioned a feasibility study to determine the best way forward for the three ports. The study identified several executable strategies categorized into three components; protect, optimise, grow. The Provincial Growth Fund has provided funding of \$8M for new fishing jetties and berths for Westport and Greymouth, and an additional \$3.1M for Westport for port infrastructure.

The future of the West Coast ports is closely linked to what happens with projects that create bulk product that requires transportation, for example mineral sand and either the export of the raw product to Christchurch for processing or processing this on the West Coast and exporting it through a West Coast port.

Franz Josef Master Plan

The Franz Josef Master Plan is continuing to be developed. Westland District Council will be budgeting for this development in the 2021-31 Long Term Plan. The most appropriate long-term floodplain management solution for the Waiho River is also currently being decided.

West Coast Cycle Trail Review

The West Coast Cycle Trail Review presents the tools to better connect, integrate and fund the network of trails in the region. There is an existing network of trails which are all at various stages of maturity with projects in the planning, funding application or construction phases. The intent is to create distinct clusters of cycle trails within each of the districts to provide opportunities for streamlining current trail operations. Clustered cycling developments are attractive for tourists and present opportunities for additional bed nights and increased spending.

Tourism Destination Management Plan

Pre-Covid, the West Coast had a steadily increasing tourism market by way of visitor numbers, GDP and total jobs. As part of the 2020 recovery package, the Regional Tourism Organisation received funding which included resourcing for developing a Destination Management Strategy for the West Coast. The Destination Management Strategy includes an integrated approach to marketing and promotion, visitor experience and resource management. The Plan will have sixteen components including access, amenities, services and infrastructure.

Pounamu Pathway

The Provincial Growth Fund has invested \$17.87 million into the Te Ara Pounamu Pathway project to support the rollout of state-of-the-art innovative digital technology to tell the West Coast's unique cultural and historical stories, for the first time, to Aotearoa New Zealand and the world. Pounamu (greenstone) is unique to the West Coast. Tourists will be able to follow the linked pathway, visiting the four new visitor experience centres in separate locations across the region, as they learn more about the history of Maori across the West Coast. The first hub is to be built in Haast and completed in 2021, with all four expected to be completed by 2023.

Tohu Whenua

Tohu Whenua is a visitor programme that connects New Zealanders with their heritage and enhances their sense of national identity by promoting significant historical and cultural sites. The programme is in partnership with the Ministry of Culture and Heritage, Heritage New Zealand Pouhere Taonga and has the goal to establish a credible and connected network of heritage sites suitable for visitors. Tohu Whenua on public conservation lands currently include Denniston and the Brunner Mine Site. Waiuta is proposed to be added late 2020.



3. Policy Context

A number of statutes and policy and planning documents provide the legislative and policy context for land transport planning and investment at the national, regional and local level. These have informed the development of this Regional Land Transport Plan.

Core statutes

The **Land Transport Management Act (LTMA) 2003** is the principal statute guiding land transport planning and funding in New Zealand. The purpose of the Act is to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system. The LTMA sets out the core requirements of regional land transport plans and regional public transport plans for every region.

The **Resource Management Act (RMA) 1991** which aims to promote the sustainable management of natural and physical resources and provides the statutory framework for land use planning and the development of regional policy statements, regional plans and district plans. Land use planning can have a significant influence on travel choice and transport network demand. Likewise, transport network investment can shape land patterns within a region. The West Coast Regional transport Committee must take the West Coast Regional Policy Statement into account when developing the West Coast RLTP.

The **Local Government Act (LGA) 2002** guides local government planning and the way councils carry out their functions. It includes provisions guiding the development of council long-term plans and infrastructure strategies, where the local funding share for the transport network investment is identified alongside other local investment priorities. The LGA also sets out consultation principles that are relevant for development of regional land transport plans.

The **Climate Change Response Act 2002**, which was amended by the Climate Change Response (Zero Carbon) Amendment Bill in 2019. Now provides a framework for New Zealand to develop and implement climate change policies that contribute to global efforts under the Paris Agreement to limit the global average temperature increase to 1.5 degrees Celsius above pre-industrial levels. Key provisions include setting a target to reduce net carbon emissions to zero by 2050. The transport sector will have a key role in contributing to achieving this target though more so in urban areas, and more populated regions than the West Coast.

Context of other National Policy

In 2018, the Ministry of Transport worked with other government agencies to develop a **Transport Outcomes Framework** for the transport system. This framework takes a strategic, long-term and integrated approach to transport and makes clear what government is aiming to achieve through the transport system in the long term. It is an enduring document meant to last beyond government of the day change. The five outcomes are:

- Inclusive access – enabling all people to participate in society through access to social and economic opportunities, such as work, education and healthcare.
- Healthy and safe people – protecting people from transport-related injuries and harmful pollution and making active travel an attractive option.
- Environmental sustainability – transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality and air quality.
- Resilience and security – minimizing and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.
- Economic prosperity – encouraging economic activity via local, regional and international connections, with efficient movements of people and products.

All of these outcomes are inter-related. To make a positive contribution across the five outcomes, the transport system also needs to be integrated with land use planning, urban development and regional development strategies.

The LTMA requires the Minister of Transport to issue the **Government Policy Statement on Land Transport (GPS)** every three years. The GPS sets out the government's priorities for expenditure from the National Land Transport Fund over a 10-year period, and how funding should be allocated. Regional Land Transport plans must be consistent with the GPS, and Waka Kotahi must give effect to it with regards to land transport planning and funding. The 2021 GPS strategic priorities are safety, better travel options, improving freight connections and climate change. The RLTP contains the following direction that is consistent with the GPS:

- Improvements to freight routes that improve network efficiency as well as resilience and reliability.
- Measures to improve road safety and reduce deaths and serious injuries.

The **Road to Zero: NZ Road Safety Strategy 2020 – 2030**, articulates the Government’s vision of ‘a New Zealand where no one is killed or seriously injured in road crashes’, guiding principles for design of the road network and road safety decisions, as well as targets and outcomes for 2030. It sets out the five areas of focus for the next decade:

- Infrastructure improvements and speed management
- Vehicle safety
- Work-related road safety
- Road user choices
- System management

This RLTP includes a headline target that is aligned with the NZ Road to Zero Safety target of a reduction in deaths and serious deaths and injuries at a regional level.

The **National Policy Statement on Urban Development 2020** (NPS-UD) replaces the NPS-UDC 2016. The NPS-UD ensures New Zealand’s towns and cities are well-functioning urban environments that meet the changing needs of our diverse communities and removes barriers to development in locations that have good access to existing services, public transport networks and infrastructure.

The **New Zealand Energy Efficiency and Conservation Strategy (NZECS) 2017-2022** sets the overarching direction for government and specific actions for the promotion of energy efficiency and renewable sources of energy. The current NZECS includes ‘Efficient and low-emissions transport’ as one of three priority areas, with an associated target for electric vehicles to make up two percent of the vehicle fleet by the end of 2021. Efficient freight movements are recognised in the strategy and this has been taken into account in developing the policies and priorities in the West Coast RLTP as required by the LTMA.

Arataki is Waka Kotahi’s 10-year view of what is needed to deliver on the government’s current priorities and long-term objectives for the land transport system. Arataki outlines the context for change, the step changes in existing responses that it believes are needed, and the levers the Transport Agency will use, in partnership with others, to shape change. It includes national, pan-regional and regional summaries. Arataki Version Two provided an update in relation to Covid-19 impacts.

Key insights were identified for the West Coast and these have informed the development of this RLTP. Areas of high focus for the West Coast include:

- Ensuring the state highway network is well maintained, resilient and safe
- Addressing the regions relatively poor safety record
- Ensuring key tourism and freight routes are safe and resilient.

Other National and Regional Plans

There are several other national plans which provide important context for the development of RLTPs.

Waka Kotahi’s, **Keeping Cities Moving: National Mode Shift Plan** sets out national objectives and programmes to increase the share of travel by public transport, walking and cycling by shaping urban form, making shared and active modes more attractive, and influencing travel demand and transport choice.

The Ministry of Transport’s draft New Zealand Rail Plan outlines the Government’s long-term vision and priorities for New Zealand’s national rail network, for both freight and passenger networks. The Land Transport (Rail) Legislation Bill will amend the LTMA to bring about the proposed rail policy framework for rail.

The land transport system is currently classified using a single system regardless of who the road controlling authority is. The **One Network Road Classification** (ONRC) classifies the road transport network on vehicle-based traffic volumes, strategic corridors and place of significance such as ports, airports and hospitals. ONRC reflects current travel demand and how communities are interconnected.

The **West Coast Regional Policy Statement** (RPS) sets the regional direction for future management of natural and physical resources, providing the foundation for the development of regional and district plans. The RPS includes policies relating to managing natural hazards and climate change.

The **West Coast Regional Public Transport Plan** 2021-2031 (RPTP) sets out the objectives and policies that will guide the provision of public transport for the West Coast. The focus of the RPTP is on ensuring the provision of the Total Mobility Scheme for those who are transport disadvantaged and impaired.

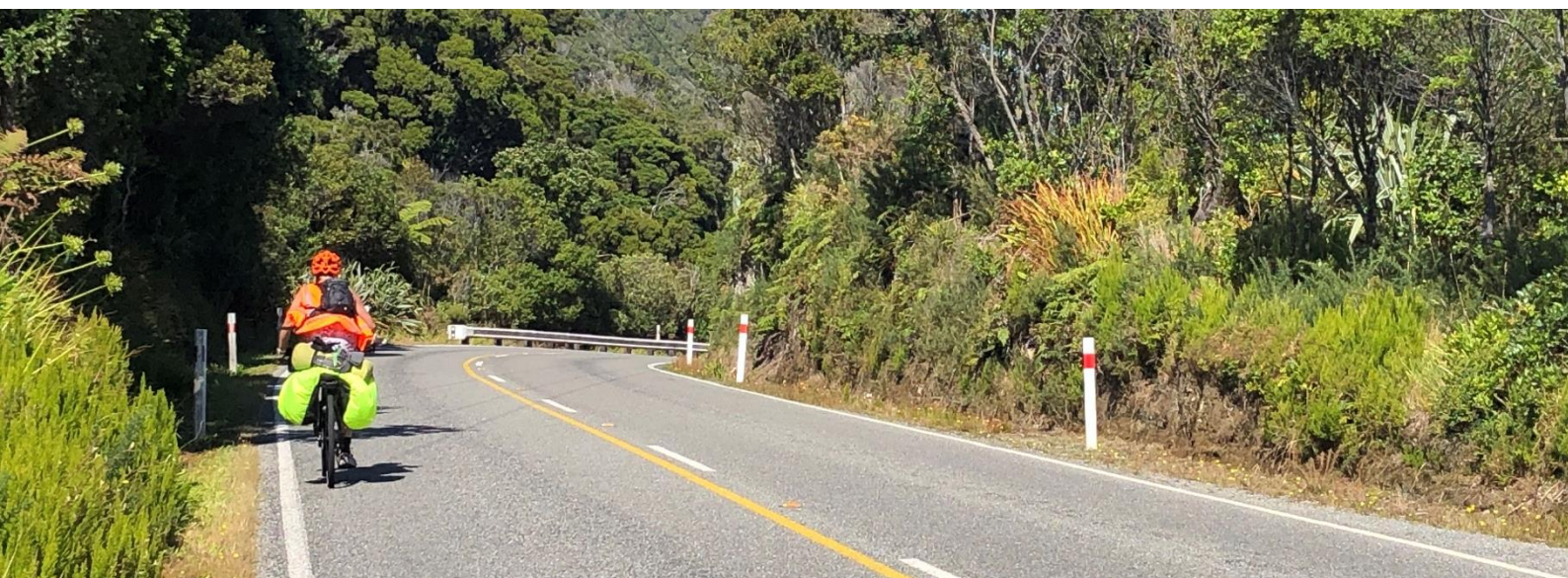
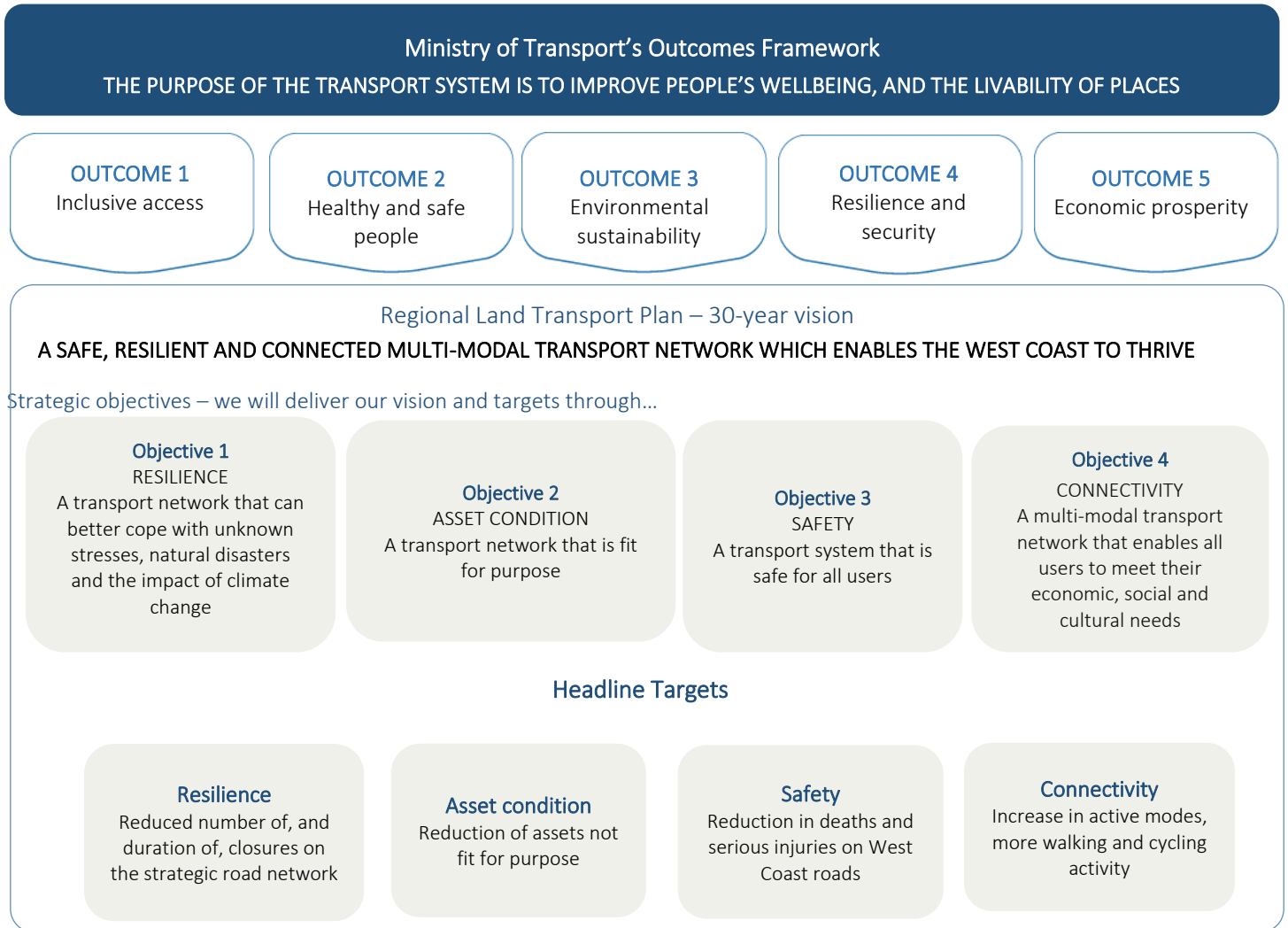
The **West Coast Regional Walking and Cycling Strategy** 2009 promotes the uptake of walking and cycling activities through the region. The Strategy will be reviewed during the life of this Regional Land Transport Plan (2021-24).

4. Strategic framework

The Land Transport Management Act 2003 seeks an effective, efficient and safe land transport system.

4.1 Strategic objectives

The following diagram shows the relationship between the Government’s transport outcomes and this RLTP’s strategic framework.



4.2 The regional vision – ten-year transport priorities

Having a *safe, resilient and connected multi-modal transport network which enables the West Coast to thrive* is the vision set by the Regional Transport Committee (RTC) recognizing the critical nature of the transport network to the economic and social wellbeing of our communities. The RTC has identified the most urgent and significant issues for the next ten years if we are to achieve this vision.

The key problems we need to address within the next ten years are:

- A transportation network that is increasingly vulnerable to adverse events, resulting in economic and social disruption
- Aging and insufficient infrastructure (such as HPMV restricted bridges, unsealed roads, constrained pavement widths), combined with the changing needs of transport users over time (e.g. changes in the freight task), means there are pockets of infrastructure across the region that are no longer fit for purpose
- The natural topography and dispersed settlement pattern contribute toward some challenging driving conditions. This combined with high proportion of visiting drivers who are unfamiliar with the local environment, drivers with poor behaviours (such as travelling at inappropriate speeds, under the influence of alcohol or drugs, or by motorcycle) contribute to crashes that cause death or serious injury.

The main benefits of addressing these problems are:

- Improved network reliability to better respond to the effects of natural hazards and climate change
- A transport network that is fit for purpose efficiently connecting users to their destinations
- A safer transport network and system.

To achieve this vision, the RTC has established long term strategic objectives, short term (10 year) investment priorities, and agreed a policy framework that will help guide and deliver this Regional Land Transport Plan.

In response to these problems and investment benefits, the West Coast's ten-year transport investment priorities are:

- Adapting our transport network to reduce the impact of adverse events
- Investing in our transport network so it is fit for purpose
- Implementing safer systems (Road to Zero)
- Connecting our networks and users

In addition to addressing these problems, five additional opportunities the RTC will be pursuing are:

1. Taking a South Island wide approach to transport in conjunction with the South Island RTC Chairs Group
2. Advocating for better mode integration and mode shift when opportunities present themselves
3. Supporting tourism and the regional dispersal of tourism benefits
4. Encouraging the creation of a connected network of cycle rides, and cycling facilities, throughout and between the communities of the region
5. Leveraging opportunities to access funding through the Covid-19 recovery funding streams.

The benefits of realising these opportunities include:

- Improved performance and capability of the transport network and network resilience
- Regional economic development, productivity and connectivity
- Greater value for money.

| | |
|--------------------|---|
| Objective 1 | A transport network that can better cope with unknown stresses, natural disasters and the impacts of climate change |
| Target | Reduced number of, and duration of, closures on the strategic road network |

The West Coast is known for its high rainfall. Recent major storm events have highlighted numerous weaknesses within the West Coast transport network. With many of its townships located alongside rivers, flooding is not uncommon, though in many cases this is now mitigated through protection works. However, severe storms can have significant impacts on the road and rail networks resulting in flooding, erosion, slips, rockfall, culvert blowouts, loss of bridge approaches, or the bridges themselves. Much of the West Coast is reliant on the ‘spine’ formed by the state highways while district roads serving local communities are interconnected through the state highway network. The impact of network closures on customers and communities, and in particular the tourist and freight sectors, is worsened by this lack of alternative routes and extreme detour lengths.

The biggest challenge with storm events is trying to anticipate what areas may be hardest hit. While flooding rivers can often be modelled, landslides and major rainfall ‘cloudburst’ events are impossible to predict and will continue to be an activity Road Controlling Authorities can only react to. Coastal erosion (while largely cyclic) is currently causing problems for portions of the West Coast network. Warming seas and rising sea levels will only exacerbate this. Seismic risk is also above average because of proximity to the Alpine Fault.

Road network closures isolate the West Coast from neighbouring regions, communities from each other, and disrupt visitor access to key destinations. Many residents live in small rural communities or on farms and lifestyle blocks and are reliant on private vehicles and the local road network for access to food, jobs, healthcare and education. The West Coast is increasingly reliant on the transport networks to adjoining regions for the delivery of just in time goods, export of goods to market as well as day to day living.

An example of a particularly vulnerable part of the network is SH6 at the Waiho River (Franz Josef). The West Coast Regional Council is investigating a number of options to mitigate flooding of this river at the township, some of which may involve the realignment of State highway 6. There are currently no decisions or plans to realign the state highway in this RLTP. However, the Waka Kotahi programme does contain provision for investigation and will work with partners on a long-term solution.

Breaks in the network have substantial impacts on the economic, social and cultural wellbeing of our communities. Changes in climate, with an increasing number, and severity, of adverse weather events, as well as sea level rise, will continue to significantly affect our communities.



Waiho Bridge collapse – 25 March 2019

Priority 1: Adapting our transport network to reduce the impact of adverse events

| PRIMARY PROBLEM | PRIMARY BENEFITS |
|--|---|
| <p>Our transportation network is increasingly vulnerable to adverse events, resulting in economic and social disruption.</p> | <ul style="list-style-type: none"> - Improved network resilience and travel time reliability - Increased productivity and reduced economic losses - Maintain community wellbeing |
| <h3>THE CASE FOR INVESTMENT</h3> | |
| <p>The transport networks within the region and key lifeline connections to neighbouring regions are critical for access, freight and tourism. Changes in climate, with an increasing number, and severity, of adverse weather events, as well as sea level rise, will significantly affect our communities. Seismic risks make the region's land transport network susceptible to disruption from fault rupture, landslips and rockfall. A lack of alternative routes, and extreme detour lengths, highlights the importance of a resilient transport network for the West Coast.</p> | |
| <h3>SUMMARY OF EVIDENCE</h3> | |
| <p>In 2019, the Waiho River bridge south of Franz Josef township was destroyed during a severe rain event, closing the route and causing major disruption to the entire region. The bridge was rebuilt and opened within 18 days. An estimated \$50.4 million was lost in tourism earnings due to this outage. A second severe weather event in December 2019 severed the route again for a further two weeks leading to cancellations as far forward as March 2020. Repeated resilience issues for the Glacier access roads have resulted in the indefinite closure of the Fox Glacier access road and the temporary closure of the Franz Josef Glacier Access Road.</p> <p>Coastal erosion has been impacting communities and the state highway network, particularly along State Highway 6 and 67. The Omoto Slip affected both the road and rail network in 2019 resulting in the disruption of the road network, and the freight and TransAlpine rail services. This rail route takes the equivalent of 50,000 truckloads of exports to port and brings more than 80,000 tourists to the region (pre-Covid). Waka Kotahi and KiwiRail invested \$3M in 2019/20 followed by \$13M from the Provincial Growth Fund to improve the stability of the landslide complex for both road and rail users.</p> <p>The 2020 Waka Kotahi Update² noted that around \$31m had been spent in the previous 12 months in response to storm events in the region. Examples of this work included work at Dolomite Point, Punakaiki, 17 Mile Bluff near Barrytown, Starvation Point and Wallace point in the Otira Gorge, Mt Hercules, Bruce Bay and Gates of Haast.</p> | |
| <h3>FIT WITH STRATEGIC CONTEXT</h3> | |
| <ul style="list-style-type: none"> - Contributing to resilience and security (Transport Outcomes Framework) - Contributing to economic prosperity (Transport Outcomes Framework) - Provides for network efficiency and resilience and reliability (GPS) | |
| PRIORITY INVESTMENT AREAS | OTHER PRIORITY IMPLEMENTATION AREAS |
| <ul style="list-style-type: none"> - The Waka Kotahi National Resilience Programme Business Case has identified several locations along State Highway 6 that are of major or extreme risk of coastal erosion, flooding or landslip that require further investigation to identify a suitable response. These locations include Greymouth to Westport, Haast Pass, Knights Point, Scout Lodge Straight and south of Ross to Haast Pass. - The Department of Conservation and Waka Kotahi will be developing a preferred approach for providing access to the Franz Josef Glacier. | <ul style="list-style-type: none"> • West Coast leaders have identified the realignment of State Highway 6, as part of long-term flood plain management as a critical priority investment area in the future. Flood plain management is being considered as part of a Covid-19 economic stimulus package. • KiwiRail have identified the following resilience projects: <ul style="list-style-type: none"> - Otira area river erosion protection and monitoring. KiwiRail continue to monitor and undertake protection works in this area as required to prevent wash out to the Midland Line. Additional weather stations in the area will provide early warning. River monitoring |

² West Coast 2020 Update, Waka Kotahi - <https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2018-21-nltp/regional-summaries/west-coast-region/west-coast-2020-update/>, retrieved 7 October 2020.

| | | systems will be investigated in the upcoming 2021/2022 financial year. - Buller Gorge area slope stability assessment and remedial works. | |
|---|--|--|---------------------------|
| KEY INVESTMENT PARTNERS | MEASURE | LONG-TERM RESULTS | DATA SOURCES |
| Local Councils Waka Kotahi Department of Conservation KiwiRail | Duration and frequency of road closures on key routes | Maintain or improve current levels of service (as determined by relevant AO) | Centralised NZTA database |



| | |
|-------------|---|
| Objective 2 | A transport network that is fit for purpose |
| Target | Reduction in assets not fit for purpose |

Across the local road network, a number of transport assets are reaching, or have reached, the end of their economic life. Bridges pose a particular problem, and with high rainfall and an extensive network of streams and rivers, communities are particularly reliant on these assets.

A Road Structures Lifecycle Management Plan for the West Coast Districts has highlighted several areas of concern:

- Deferred maintenance has led to a reduced level of service and poor condition on many bridges that need to be addressed urgently
- For some bridges, extensive component renewals or full replacement is needed to address identified condition issues
- Forward maintenance and renewal activities must increase to avoid more bridges and structures deteriorating to this level.
- In addition to condition issues, several bridges on key routes do not currently meet desired levels of service for modern freight vehicles and are posted with speed and weight restrictions.

The three West Coast District Councils prepared a combined Asset Management Plan (cAMP) in 2020. The cAMP proposes to preserve assets through an enhanced maintenance programme that increases investment in maintenance and condition-based renewals, and replacement of key assets. With limited local budgets the affordability of a realistic replacement programme is a concern.

Within the cAMP, the three territorial authorities have signaled a lift in their levels of service (LOS) to support economic development across the region. One means to achieve this is through bridge improvements to support high productivity motor vehicles (HPMV). The local road network is vital in enabling the collection of product and linking with the state highway or rail network to export freight from the region.

In 2017/18, 3.1 million tonnes of freight was exported from the West Coast to other regions (all modes) with 1.7 million tonnes imported. Unequal incoming and outgoing freight flows on the road network reduce the efficiency of freight to the West Coast. Bulk goods, such as coal, milk product and logs are exported via rail, while many commodities come in via road. This results in many trucks 'pushing fresh air' with unused capacity. Where trucks are carrying freight out of the West Coast, capacity is not maximized due to weight limitations on State Highway 73. State Highway 7 has been designated as a HPMV route, but for vehicles travelling from Westland or Grey the extra travel distance and time is uneconomical.

State Highway 73 has been identified by the region as a key route for upgrading to bring it up to HPMV standard. Waka Kotahi have advised that this upgrade will take place over the next five to ten years. Improving State Highway 73 is considered pivotal to the success of key businesses in Westland. State Highway 73 traverses two regions and will require a collaborative approach between the West Coast, Canterbury and Waka Kotahi. Anecdotal feedback from truck drivers indicates that there is still a requirement for additional passing lanes on this route, particularly on the Canterbury side.

Visitors are getting off the 'beaten track' as new attractions are developed and promoted increasing traffic volumes on local roads. While the objective has been to encourage tourists to spend more time in the region, visiting attractions across the region, some of these attractions are at the end of roads that may be unsealed, off the beaten track and not as high quality, posing a safety risk to visitors. Pinch points have been identified across the region where trucks have to cross the centreline to get round a corner leading to potential conflicts with tourism vehicles such as campervans.

Priority 2: Investing in our transport network so it is fit for purpose

| PRIMARY PROBLEM | PRIMARY BENEFITS |
|--|--|
| <p>Aging and insufficient infrastructure (such as HPMV restricted bridges, unsealed roads, constrained pavement widths), combined with the changing needs of transport users over time (changes in the freight task), means there are pockets of infrastructure across the region that are no longer fit for purpose.</p> | <ul style="list-style-type: none"> - Wider economic benefit (productivity and regional economic benefit) - Improved freight task optimization - Improvement in levels of service - Reduction in asset failure risk |
| THE CASE FOR INVESTMENT | |
| <p>The West Coast economy is heavily reliant on the export of primary products, and tourism sector, through the transport network. However, the region's roading infrastructure is aging and is inadequate for the types of vehicles using it. Weight restrictions on bridges is a significant network constraint resulting in transporters being unable to travel on the most direct or preferred route. In many circumstances the network is unable to adequately cater to changes in network users. Inadequate infrastructure presents an increasingly unacceptable risk to the economic and social wellbeing of our communities. Investment in our aging and insufficient infrastructure will lead to increasingly reliable travel times, gains in productivity and reduction in emissions (reduction in total freight journeys and improved travel time).</p> | |
| SUMMARY OF EVIDENCE | |
| <p>Heavier vehicles on the network are placing increasing demands on infrastructure. Many bridges are weight restricted, limiting access for HPMV and 50MAX trucks. On the local network:</p> <ul style="list-style-type: none"> - approximately 80 bridges are restricted for 50MAX and HPMV - a Road Structures Lifecycle Management Plan analysis, has identified 23 bridges for improvement or replacement due to condition, and 18 bridges for improvement or replacement due to their level of service. <p>State Highway 7 is the dedicated HPMV route between the West Coast and Canterbury. However, HPMV vehicles are travelling with reduced capacity via State Highway 73 to reduce travel distance and time, particularly from the Grey and Westland Districts. Five bridges require investment to bring this route up to HPMV requirements.</p> <p>Growth in visitors into new parts of the region has seen higher numbers of vehicles (including campervans) on low volume rural roads that were not designed with these users in mind. Constrained pavement widths and unsealed roads pose safety issues.</p> | |
| FIT WITH STRATEGIC CONTEXT | |
| <ul style="list-style-type: none"> - Investing in the life of existing assets and ensure value for money from previous investment (GPS) - Improves freight connections (GPS) - Contributing to economic prosperity (Transport Outcomes Framework) - Contribute to efficient freight movements (NZ Energy Efficiency and Conservation Strategy) - Ensuring assets are maintained and renewed (ONF) | |
| PRIORITY INVESTMENT AREAS | OTHER PRIORITY IMPLEMENTATION AREAS |
| <ul style="list-style-type: none"> - End of life structure replacement - District Councils and Department of Conservation have a well-planned programme that justifies efficient investment in maintenance and condition-based renewals - Improvement in collection, storage and use of asset data | <ul style="list-style-type: none"> • West Coast leaders have requested that five bridges on State Highway 73 are upgraded to bring this up to HPMV standard. • The Covid-19 economic stimulus package has brought forward the upgrade/replacement of several key bridges on local roads (Rough River Bridge, Moonlight Bridge, William Stuart Bridge) • KiwiRail have identified the following projects to improve their asset condition <ul style="list-style-type: none"> - Hokitika Branch Line investment - \$1 million annually to improve drainage, formation, sleepers and rail condition - Bridge 13 Hokitika Rail Beam Replacements planned for 2021/2022 - Upgrade/Replacement of Bridge 93 Midland during 2021/2022 – 2023/2024 (Arnold Valley Area) |

| | | - General Asset Renewals (Formation, Sleepers, Rail, Turnouts etc.) of \$4 million per annum (West Coast Area only). | |
|---|---|--|---------------------------|
| KEY INVESTMENT PARTNERS | MEASURE | LONG-TERM RESULTS | DATA SOURCES |
| Local Councils Department of Conservation Waka Kotahi KiwiRail | Reduction in HPMV / 50MAX restricted bridges | Improve asset condition | NZTA/Local Council |
| | Duration and frequency of road closures on key freight and tourism routes | Maintain or improve current levels of service (as determined by relevant AO) | Centralised NZTA database |



| | |
|--------------------|--|
| Objective 3 | A transport network that is safe for all users |
| Target | Reduction in deaths and serious injuries on West Coast roads |

For many visitors, driving on local roads is as much a part of the iconic West Coast experience as visiting popular attractions. Many visitors are on self-drive holidays, driving rented campervans and cars. Safety is a key issue and many visitors find the winding and sometimes narrow road conditions to be unfamiliar and difficult. High volumes of visitor traffic share the road with local residents, freight vehicles and increasing numbers of cyclists further exacerbating safety concerns. Pinch points, or where freight vehicles have to cross the centre line to enable them to round a corner, pose further risks to road users. Growth in visitors into new parts of the region has seen higher numbers of vehicles (including campervans) on low volume rural roads that were not designed with these users in mind.

The Road to Zero Strategy is very aspirational, and for West Coast networks this will be quite challenging in terms of road safety initiatives as our death and serious injury crash statistics are low and the level of under-reporting of crashes is high for our region. This makes accurate identification of 'true trouble spots' more difficult.

While the West Coast has relatively low levels of total deaths and serious injuries (DSIs), the region's transport system has the country's worst safety record in terms of DSIs per capita. The region has issues around:

- vehicle run-off and head on crashes, often a result of inexperienced road users including visitors, and speeding on high-risk urban and rural roads
- driver behaviour, especially with alcohol and drug impairment, people not wearing seatbelts, and speeding
- a high proportion of visiting drivers, who are unfamiliar with the local road conditions and topography, operating rental vehicles, vehicles with trailers or campervans, contribute to a significant number of crashes
- settlements on the West Coast are more dispersed and journeys are generally longer with fewer suitable locations to take a break
- a high number of crashes involving motorcyclists.

The Communities at Risk Register highlights personal risk to road users. Personal risk is a count of deaths and serious injuries (DSI) divided by distance or time travelled. This is used to highlight areas where a crash is more likely to occur based on use of the road network. Because personal risk is not affected by population size, personal risk is one way of making crash measures comparable between local authorities.

The social and economic consequences of crashes resulting in serious injury or deaths is high. While the figures for the West Coast could be considered low compared to those of other regions, a goal of zero has been set nationally.

The social cost of West Coast fatal and serious injury crashes 2016-20

| Crash severity | Number | % | Social cost (\$M) |
|----------------|------------|------------|-------------------|
| Fatal | 27 | 14.75 | 112.25 |
| Serious | 156 | 85.25 | 107.51 |
| Total | 183 | 100 | 219.76 |

Priority 3: Implementing safer systems

| | | | |
|--|---|---|------------------------------|
| PRIMARY PROBLEM | | PRIMARY BENEFITS | |
| <p>The natural topography and dispersed settlement pattern contribute toward some challenging driving conditions. This combined with high proportion of visiting drivers who are unfamiliar with the local environment, drivers with poor behaviours (such as travelling at inappropriate speeds, under the influence of alcohol or drugs, or by motorcycle) contribute to crashes that cause death or serious injury.</p> | | <ul style="list-style-type: none"> - Reduced deaths and serious injuries - Enhanced community wellbeing and reduction in the social cost of crashes - Reduced risky behaviour by drivers | |
| THE CASE FOR INVESTMENT | | | |
| <p>While the numbers of crashes resulting in serious injury or death are low for the West Coast, the social and economic consequences remain significant. The ambitious Vision Zero target puts the safety of the transport system at the forefront of transport planning. Road safety is everyone's responsibility. The West Coast transport network traverses some of the most dynamic terrain in New Zealand in a high risk hazardscape. With relatively low traffic volumes in some areas of the network, areas of risk are often unresolved due to other more pressing issues. There are sections of road that are unforgiving of error and speed limits are inappropriate for the road conditions. Poor driver behaviour and choice continue to be a major factor in many crashes. Visiting drivers have been overrepresented in crash statistics, particularly in South Westland.</p> | | | |
| SUMMARY OF EVIDENCE | | | |
| <p>State Highway 6 from the regional boundary to Haast, from Westport to Greymouth and Westport to Murchison, State Highway 65 from State Highway 6 to State Highway 7, State Highway 7 from Reefton to the regional boundary, were identified as high-risk rural roads with a KiwiRAP personal or collective risk of High or Medium High. In the period from 2016 to 2020 there were 27 fatal crashes, 156 serious injury crashes and 464 minor injury crashes. This resulted in 27 fatalities, 186 serious injuries and 618 minor injuries. The primary reason for death and serious injury crashes occurring include:</p> <ul style="list-style-type: none"> - Bend – loss of control / head on (56%) - Straight – loss of control / head on (20%) - Motorcyclists (30%) - Alcohol (34%) - Speed (28%) | | | |
| FIT WITH STRATEGIC CONTEXT | | | |
| <ul style="list-style-type: none"> - Aligns with the GPS by investing in road safety, through addressing and influencing network inconsistencies, community attitudes and behaviours (GPS) - Supports Road to Zero vision by focusing on infrastructure improvements in the highest risk locations - Consistent with the national outcomes for healthy and safe communities (Transport Outcomes Framework) | | | |
| PRIORITY INVESTMENT AREAS | | OTHER PRIORITY IMPLEMENTATION AREAS | |
| <ul style="list-style-type: none"> - Safety promotion - Appropriate speed and infrastructure | | | |
| KEY INVESTMENT PARTNERS | MEASURE | LONG-TERM RESULTS | DATA SOURCES |
| Local Councils Department of Conservation Waka Kotahi New Zealand Police ACC Community Public Health | Deaths and serious injuries | Reduction in the number of crashes that result in death or serious injuries | Waka Kotahi crash statistics |
| | Injury crashes involving motorcyclists | Reduction in the number of crashes that results in motorcyclist deaths or serious injuries | Waka Kotahi crash statistics |
| | Drivers at fault, or part fault, in injury crashes with and overseas licence | Reduction in the number of crashes that involve drivers holding an overseas license that result in death or serious injury | Waka Kotahi crash statistics |

| | |
|--------------------|--|
| Objective 4 | A multi-modal transport network that enables all users to meet their economic, social and cultural needs |
| Target | Increase in active modes – more walking and cycling activity |

The transport network provides the connections to enable people to get to where they need to go and for the movement of freight to service our communities or to go to export. These networks are vital to the economic, social and cultural fabric of our people, our communities and our region. The different parts of the transport network all have a role to play, whether these are our footpaths and cycleways, our local roads and state highways, our rail, port or air connections. The best outcomes are when all of these components work together as a multi-modal transport network.

As we look to the future, and the move to a low emissions New Zealand, decisions will need to be made as to the role of land transport in this. Land transport is one of the biggest contributors to greenhouse gas emissions. While options are limited on the West Coast for mode shift to public transport due to population numbers and dispersed settlement patterns, there are other initiatives which can contribute positively. These include:

- increased investment in footpaths and cycleways / trails to encourage the more active transport modes of walking and cycling for shorter trips;
- improvements to bridges to enable HPMV and 50MAX vehicles to travel at capacity on more direct routes. How we manage our freight in the future, utilising rail, ports and road, remains to be seen. This is dependent in part on the type and source location of products to be moved; and
- support development of distribution infrastructure for an electric and hydrogen powered vehicle fleet. This is a cross agency/sector initiative and will take some time due to distance and topography factors.
- support uptake of rideshare initiatives to reduce single occupancy vehicle trips.

The investment into active modes can also lead to the enhancement of different areas and towns, revitalising communities. The development of the West Coast Wilderness Trail has had a significant impact on the township of Kumara. Recent investment from the Provincial Growth Fund to provide pedestrian and cycle connections between the town centre and river in Westport is part of a wider revitalisation project for the area.



Priority 4: Connecting our networks and users

| | | | |
|---|---|--|----------------------------|
| OPPORTUNITY | | PRIMARY BENEFITS | |
| Investing in a truly multi-modal network, and supporting the increase in infrastructure for electric and hydrogen powered vehicles, will positively impact the economic, social and cultural needs of our communities, as well as contributing to the Governments priority of a low emission New Zealand. | | <ul style="list-style-type: none"> - Increase use of active modes, such as walking and cycling, for shorter trips - Increase in the numbers and use of electric and hydrogen powered vehicles - Contribution to a reduction in transport emissions - Revitalisation of communities and towns | |
| THE CASE FOR INVESTMENT | | | |
| Improved walking and cycling infrastructure can provide an incentive to move people from vehicles to more active transport modes. New subdivisions, and the redevelopments of existing towns and communities pose an opportunity to provide good connectivity for walking and cycling. Done well, these can provide an avenue to the revitalisation of communities. Supporting and enabling a trend towards electric powered, and possibly hydrogen powered vehicles over the next 10-years. | | | |
| SUMMARY OF EVIDENCE | | | |
| Walking facilities were a focus of the 2019 community survey (combined Asset Management Plan), with themes emerging around a need for more dedicated pedestrian crossings, improved footpath condition, and provision of a connected walking and cycling network in urban areas. | | | |
| The Pounamu Pathway aims to provide four sustainable visitor experience centres in Haast, Hokitika, Greymouth and Westport that will link to other visitor attractions and activities in the region. The provision of a walking and cycling network that connects the wider communities to this, and other new commercial/employment opportunity areas, would provide some positive influence to mode shift in the future. | | | |
| FIT WITH STRATEGIC CONTEXT | | | |
| <ul style="list-style-type: none"> - Aligns with the GPS and other national initiatives by investing to encourage mode shift, and a change in the vehicle fleet, to support emission reductions - Supports Road to Zero vision by creating opportunities to move cyclists off roads and reduce vehicular travel speeds in town centres and townships - Consistent with the national outcomes for healthy and safe communities (Transport Outcomes Framework) | | | |
| PRIORITY INVESTMENT AREAS | | OTHER PRIORITY IMPLEMENTATION AREAS | |
| <ul style="list-style-type: none"> - Walking and cycling infrastructure improvements to deliver safe and connected networks - Installation of cycle counters to measure usage of existing cycle facilities | | <ul style="list-style-type: none"> - Opportunities through other funding streams may become available for additional off road cycle/walking trail projects. - Non-monetary support to enable investment in supply and infrastructure for alternative energy source vehicle fleets. | |
| KEY INVESTMENT PARTNERS | MEASURE | LONG-TERM RESULTS | DATA SOURCES |
| Local Councils Waka Kotahi Department of Conservation KiwiRail | Increase use of cycle in town centres | Number of cycle trips counted in town centres | Output from cycle counters |
| | Increase in provision of dedicated cycleways / trails | Lengths (kms) of dedicated cycleways / trails provided | District Council database |
| | Increase in footpath connectivity and level of service | Lengths (kms) of footpath provided | District Council database |
| | | Average condition of paving on footpaths | |
| Number of electric vehicle charging points | Increase in electric vehicle charging points | Waka Kotahi | |

5. Fit with strategic context

The table below outlines how each investment priority aligns with the outcomes in the Ministry of Transport Outcomes framework, the priorities identified in the Government Policy Statement on Land Transport, and the strategic objectives of this Regional Land Transport Plan.

| INVESTMENT PRIORITY | MOT OUTCOMES | | | | | GPS PRIORITIES | | | RLTP OBJECTIVES | | | | |
|---|------------------|-------------------------|------------------------------|-------------------------|---------------------|----------------|--------------------------|------------------------------|-----------------|------------|-----------------|--------|--------------|
| | Inclusive access | Healthy and safe people | Environmental sustainability | Resilience and security | Economic prosperity | Safety | Better transport options | Improving freight connection | Climate change | Resilience | Asset condition | Safety | Connectivity |
| Adapting our transport network to reduce the impact of adverse events | | | | X | X | X | | X | | X | X | X | X |
| Investing in our transport network so it is fit for purpose | | | X | X | X | X | X | X | X | X | X | X | X |
| Safer systems implemented (Road to Zero) | | X | | | | X | | | | | | X | |
| Connecting our network and users | X | X | X | | X | X | X | | X | | | X | X |



6. Policies

Achieving the strategic objectives identified in this Regional Land Transport Plan will take more than just investment in transport activities. The policies below will also be taken into account by the Regional Transport Committee and approved organisations when making transport decisions to help achieve the objectives. The objectives describe what we want to achieve, and the policies set out how we will achieve it.

| Objective | Policies |
|--|---|
| <p>Resilience A transport network that can better cope with unknown stresses, natural disasters and the impacts of climate change</p> | <ul style="list-style-type: none"> - Ensure the transport network is designed and maintained to a level where impacts from natural hazards (e.g. climate change and severe weather events) are minimized - Work collaboratively with adjoining regions and network providers to improve route security, particularly on key lifeline routes and interregional strategic corridors. - Support investment to provide a resilient transport network in the region - Advocate for ongoing commitment to resilience projects for the West Coast transport network. |
| <p>Asset condition A transport network that is fit for purpose</p> | <ul style="list-style-type: none"> - Provide for High Productivity Motor Vehicle capability on strategic routes (State Highway 73 and key local roads) - Prioritise investment in maintenance and renewals, and the replacement of key assets |
| <p>Safety A transport system that is safe for all users</p> | <ul style="list-style-type: none"> - Prioritise investment to align with the Road to Zero Road Safety Strategy - Increase access to safer travel modes (e.g. rail and coastal shipping for freight, and on-road / off-road shared paths and trails for walking and cycling) - Ensure continuous improvement in regional road safety through road safety programmes and interventions that are targeted to the highest risk users and locations |
| <p>Connectivity A multi-modal transport network that enables users to meet their economic, social and cultural needs</p> | <ul style="list-style-type: none"> - Support effective connections between different transport modes to enable multi-modal travel and movement of freight - Develop, and maintain, walking and cycling networks that are safe, well integrated with other modes of transport and connect our communities - Promote the use of active modes, particularly for commuting and short trips |

7. Programme and Funding

7.1 Introduction

This section of the RLTP forms the regional programme of land transport activities for the West Coast region for which funding is sought from the National Land Transport Fund (NLTF) and subsequent inclusion in the National Land Transport Plan (NLTP). The minimum requirements for inclusion are set out in Section 16(3) of the LTMA, which requires RLTPs to contain details of programmes and projects being submitted for funding from the NLTF for the first six years of the RLTP. The front end, or strategy section, of an RLTP provides evidence of the problems, the long-term direction (objectives, policies, measures) and priorities that activities in the programme will need to contribute and respond to.

7.2 Taking a System Approach

A system approach considers how each element works together in the land transport system to contribute to the outcomes for customers. To achieve integration between partners and programmes is important. RLTP development is a key part of this, providing clarity between the Transport Agency and approved organisations.

A system approach means transport issues may have a different intervention than transport levers alone. For example, mode shift plans may require land use change, or a resilience issue may have an intervention outside of the road network. This is important for transport programmes and for input into the strategic context of RLTPs.

To achieve a system approach and inform integrated planning, a shared evidence base is important. Through Arataki, the Transport Agency has a view of the step changes needed for transport in each region. This will be used to collaboratively identify the areas, corridors and programmes that need to be included in a RLTP. The programme should be aligned vertically with the Region's strategy and horizontally through a consistent Council and NZTA approach.

7.3 Key Outtakes from Activity Management Plans

Activity management plans (AMPs) are prepared by each road controlling authority to provide details of their networks, levels of service, proposed maintenance and renewal programmes, and any new improvements proposed.

The three West Coast District Councils have prepared a combined AMP which was completed in 2020. The combined AMP proposes to preserve the assets through an enhanced maintenance programme that increases investment in maintenance and condition-based renewals and replacement of key assets. Key outtakes from the activity management plan prepared to support the funding requests included in this RLTP include:

- Bridge Structures are a core focus of this programme alongside substantial uplift in investment to improve asset management capability and capacity in council roading teams
- There are some isolated sections of pavement renewals needed, and uplift in resealing activities to achieve desired levels of service over the 20-year programme and beyond
- To reduce the number and duration of road closures the following is needed:
 - a more resilient network that is less susceptible to road closures and restrictions;
 - improved resilience on key local routes that act as alternatives to the state highway;
 - efficient maintenance programmes including pavements, structures and drainage with targeted renewals programmes for key routes and critical assets
- To reduce asset failure risk, the following is needed:
 - improvement in the collection, storage and use of asset data to meet the Waka Kotahi AMDS
 - regular asset conditional assessments to better inform FWP
 - Planned renewals and maintenance programme.
- To improve the freight task optimization, the following is needed:

- Targeted capital works programmes to increase the capacity of bridges on key routes to better provide for the transport of freight
- Freight movement data (future demand) to allow regional consistency in network assessment for freight capacity / restrictions will allow appropriate prioritisation of improvements.

There is a need to upgrade and maintain road infrastructure around new and existing tourism icons to support safer travel and improve the journey experience of visitors.

The following are three key focus areas for the West Coast State Highway network in the 2021-31 Regional Land Transport Plan:

1. Undertake end-of-life bridge structure replacement for Ahaura Bridge and Stoney Creek Bridge to maintain connectivity of the road network
2. Undertake investigation and implement suitable safety interventions from State Highway 6 to State Highway 69 to Madmans Road to improve road safety and encourage travelling at appropriate speed for the environment
3. Develop business cases to investigate appropriate measures to provide long-term solutions that contribute towards a more resilient road network on the West Coast.

There are Low Cost Low Risk (LCLR) activities proposed for the activity classes on State Highway Improvements, Road to Zero and Walking and Cycling. These are activities which have a total implementation cost within the Low Cost Low Risk threshold, which is \$2 million for the 2021-24 RLTP period.



Ahaura Bridge replacement – State Highway 7

Committed Activities

| Activity | Phase | Description | Duration | Cost | Status Update |
|--|----------------|--|----------|-------------|---------------|
| West Coast State Highways | | | | | |
| Ahaura Bridge | Property | The Ahaura Bridge is a single lane bridge, on State Highway 7, immediately south of Ahaura Township [RS 239/0.0]. SH7 is a lifeline route linking Greymouth to Reefton, and provides network resilience in the event of a natural hazard affecting transport routes in the West Coast Region. | 2021-23 | \$2,046,119 | Committed |
| | Implementation | Ahaura Bridge is identified in the National Bridge Replacement Programme. There is a need to act given the importance of the State Highway corridor. Bridge condition is worsening to the extent that it is more economic to replace than continue to repair it. If it is not replaced, weight and speed limits may be required. | 2021-22 | \$27,000 | |
| Grey District Council | | | | | |
| Rough River Bridge* | Implementation | PGF – Atarau Road, end of life replacement, route also serves as a detour from SH6/SH7 for over dimensional traffic. This is on the northern access route to Blackball and Paparoa Great Walk | 2021-23 | \$5,000,000 | Committed |
| William Stewart Bridge (boundary bridge with WDC)* | Implementation | PGF – Kumara – Inchbonnie Road, end of life replacement, route provides access to Taramakau Settlement are with high dairy production, also access for tourists to Lake Brunner | 2021-23 | \$5,800,000 | Committed |
| Moonlight Creek Bridge* | Implementation | PGF – Atarau Road, end of life replacement, route also serves as a detour from SH6/SH7 for over dimensional traffic. This is on the northern access to Blackball and Paparoa Great Walk | 2021-23 | \$2,600,000 | Committed |

*While the replacement of these bridges is being funded through the PGF, ongoing maintenance will be funded by the District Council once the asset has been handed over to the road controlling authority.

Improvement Activities

RLTP Objective – Key

1. Resilience 2. Asset Condition 3. Safety 4. Connectivity

| Activity | A/C | Phase | Description | Cost 21/22 | Cost 22/23 | Cost 23/24 | Cost 24/25 | Cost 25/26 | Cost 26/27 | Total cost over ten years | Funding source | RLTP Obj | Key priority | Regional priority |
|--|-----|----------|--|------------|-------------|-------------|-------------|--------------|-------------|---------------------------|----------------|----------|--------------|-----------------------|
| STATE HIGHWAYS | | | | | | | | | | | | | | |
| SH6 SH69 to Madmans Road | RtZ | Pre-Imp | Standard Safety Intervention project to improve safety at this location | \$0 | \$3,523,200 | \$0 | \$0 | \$0 | \$0 | \$22,020,000 | NLTF | 2 | Safety | 1 |
| | | Imp | | \$0 | \$9,248,400 | \$9,248,400 | \$0 | \$0 | \$0 | | | | | |
| SH6 Greymouth to Hokitika | RtZ | Pre- imp | Standard Safety Intervention project to improve safety at this location | \$0 | \$0 | \$0 | \$4,646,500 | \$0 | \$0 | \$17,305,373 | NLTF | 3 | - | Not to be prioritised |
| | | Property | | \$0 | \$0 | \$0 | \$0 | \$11,261,673 | \$0 | | | | | |
| | | Imp | | \$0 | \$0 | \$0 | \$1,397,200 | \$0 | \$0 | | | | | |
| SH6 Hokitika to Otago Regional Boundary | RtZ | Pre- imp | Standard Safety Intervention project to improve safety at this location | \$0 | \$0 | \$0 | \$1,060,800 | \$0 | \$0 | \$6,630,000 | NLTF | 3 | - | Not to be prioritised |
| | | Imp | | \$0 | \$0 | \$0 | \$0 | \$5,569,200 | \$0 | | | | | |
| | | Imp | | \$0 | \$0 | \$0 | \$0 | \$1,209,600 | \$0 | | | | | |
| SH6 Lancaster Street to Eight Mile Creek | RtZ | Pre-Imp | Standard Safety Intervention project to improve safety at this location | \$0 | \$0 | \$0 | \$1,633,600 | \$0 | \$0 | \$6,433,600 | NLTF | 3 | - | Not to be prioritised |
| | | Imp | | \$0 | \$0 | \$0 | \$0 | \$4,800,000 | \$0 | | | | | |
| SH7 Hunters Road to Lewis Pass | RtZ | Pre-Imp | Packaged activities including safe system transformation activities, safer corridors and safer intersections | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,268,800 | \$6,068,800 | NLTF | 3 | - | Not to be prioritised |
| | | Imp | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | | | | |
| Stoney Creek Bridge | SHI | Imp | End of life structure replacement | \$0 | \$6,580,000 | \$0 | \$0 | \$0 | \$0 | \$6,580,000 | NLTF | 2 | - | Not to be prioritised |
| Coal Creek Bridge | SHI | Imp | End of life structure replacement | \$0 | \$0 | \$0 | \$3,500,000 | \$0 | \$0 | \$3,500,000 | NLTF | 2 | - | Not to be prioritised |
| Cook River (Weheka) Bridge | SHI | Imp | End of life structure replacement | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,200,000 | NLTF | 2 | - | Not to be prioritised |
| Iron Bridge (Buller River) | SHI | Imp | End of life structure replacement | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,900,000 | NLTF | 2 | - | Not to be prioritised |
| Fox River Bridge | SHI | Pre-Imp | End of life structure replacement | \$0 | \$0 | \$0 | \$233,600 | \$0 | \$0 | \$5,833,600 | NLTF | 2 | - | Not to be prioritised |
| | | Imp | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | | | | |
| Inangahua River Bridge | SHI | Pre-Imp | End of life structure replacement | \$0 | \$0 | \$0 | \$1,226,400 | \$0 | \$0 | \$12,426,400 | NLTF | 3 | - | Not to be prioritised |
| | | Imp | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | | | | |
| Orowaiti River Bridge | SHI | Imp | End of life structure replacement | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,400,000 | NLTF | 3 | - | Not to be prioritised |

| Activity | A/C | Phase | Description | Cost 21/22 | Cost 22/23 | Cost 23/24 | Cost 24/25 | Cost 25/26 | Cost 26/27 | Total cost over ten years | Funding source | RLTP Obj | Key priority | Regional priority |
|---|-------|-------------------------|--|-------------|-------------|-------------|-------------|-------------|-------------|---------------------------|----------------------|----------|--------------|-----------------------|
| Dallows Bluff, Granity Rockfall, Hope saddle, O'Sullivan's Bluff, Higgins Bluff | SHI | Detailed Business Case | Detailed business case to resolve resilience issues at these locations | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | NLTF | 1 | - | Not to be prioritised |
| Haast to Hawea | SHI | Detailed Business Case | Detailed business case to resolve resilience issues | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 | NLTF | 1 | - | Not to be prioritised |
| Programme Business Case Development - Regional Proportion | IM | Business Case | National Investment Proposal PBC Development (Regional Contribution) | \$0 | \$250,000 | \$250,000 | \$0 | \$0 | \$0 | \$500,000 | NLTF | | - | Not to be prioritised |
| Strategic Business Case Development | IM | Strategic Business Case | Development of activity proposals for consideration in the 2021-24 NLTP development delivering on high priority activities from each regional and inter-regional strategic case. | \$250,000 | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 | NLTF | - | - | Not to be prioritised |
| Walking and Cycling Low Cost Low Risk Programme | W & C | Imp | Walking and Cycling Low Cost Low Risk | \$895,000 | \$895,000 | \$895,000 | \$895,000 | \$895,000 | \$895,000 | \$8,950,000 | NLTF | 4 | - | Not to be prioritised |
| State Highway Low Cost Low Risk Programme | SHI | Imp | State Highway Low Cost Low Risk | \$1,000,000 | \$1,020,000 | \$1,040,400 | \$1,061,208 | \$1,082,432 | \$1,104,081 | \$10,949,721 | NLTF | | - | Not to be prioritised |
| Road to Zero Speed and Infrastructure Low Cost Low Risk Programme | RtZ | Imp | Road to Zero Speed and Infrastructure Low Cost Low Risk | \$1,428,571 | \$1,728,571 | \$1,728,571 | \$0 | \$0 | \$0 | \$4,880,000 | NLTF | 3 | - | Not to be prioritised |
| Speed Management Low Cost Low Risk Programme | RtZ | Imp | Speed Management Low Cost Low Risk | \$0 | \$400,000 | \$700,000 | \$4,880,000 | \$0 | \$0 | \$3,720,000 | NLTF | 3 | - | Not to be prioritised |
| BULLER DISTRICT COUNCIL | | | | | | | | | | | | | | |
| Little Wanganui Bridge | LRI | Pre-imp | Service level upgrade to enable full HPMV into Karamea basin, as well as planning for end of life structure replacement | \$1.6M | \$1.6M | \$1.6M | - | - | - | \$4,800,000 | NLTF (100% SPR NLTF) | 2 | | Not to be prioritised |

Key

LRI – Low Risk Improvement

RtZ – Road to Zero

**West Coast Region
Ten Year Financial Forecast
Buller District Council – to be updated**

| | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Subsidised Activities – Local Roads | | | | | | | | | | |
| <i>Expenditure (by GPS Activity Class)</i> | | | | | | | | | | |
| Road to Zero | \$30,000 | \$30,600 | \$31,212 | \$31,836 | \$32,473 | \$33,122 | \$33,785 | \$34,461 | \$35,150 | \$35,853 |
| Public Transport Services | \$52,000 | \$52,000 | \$52,000 | \$52,000 | \$52,000 | \$52,000 | \$52,000 | \$52,000 | \$52,000 | \$52,000 |
| Local Road Improvements | \$685,000 | \$315,000 | \$165,000 | \$390,000 | \$390,000 | \$390,000 | \$390,000 | \$390,000 | \$390,000 | \$390,000 |
| Local Road Maintenance | \$4,849,697 | \$4,915,992 | \$4,774,670 | \$4,804,826 | \$4,754,261 | \$4,703,957 | \$4,653,925 | \$4,604,171 | \$4,614,708 | \$4,625,543 |
| Investment Management | \$157,197 | \$148,214 | \$40,422 | \$115,277 | \$115,277 | \$115,277 | \$115,277 | \$115,277 | \$115,277 | \$115,277 |
| Total expenditure | \$5,773,894 | \$5,461,806 | \$5,063,304 | \$5,393,939 | \$5,344,011 | \$5,294,357 | \$5,244,986 | \$5,195,09 | \$5,207,135 | \$5,218,673 |
| <i>Revenue for subsidised activities</i> | | | | | | | | | | |
| Approved Organisation Revenue | \$1,616,690 | \$1,487,306 | \$1,459,725 | \$1,510,303 | \$1,496,323 | \$1,482,420 | \$1,468,596 | \$1,454,855 | \$1,457,998 | \$1,461,228 |
| NLTF Revenue | \$4,157,204 | \$3,824,500 | \$3,753,579 | \$3,883,636 | \$3,847,688 | \$3,811,937 | \$3,776,390 | \$3,741,055 | \$3,749,137 | \$3,757,445 |
| Total revenue | \$5,773,894 | \$5,311,806 | \$5,213,304 | \$5,393,939 | \$5,344,011 | \$5,294,357 | \$5,244,986 | \$5,195,910 | \$5,207,135 | \$5,218,673 |
| Subsidised Activities – SPR Roads | | | | | | | | | | |
| Local Road Improvements | \$2,165,000 | \$2,200,000 | \$1,640,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 |
| Local Road Maintenance | \$1,353,302 | \$1,424,071 | \$1,473,357 | \$787,650 | \$788,924 | \$790,223 | \$791,548 | \$1,140,653 | \$794,278 | \$795,684 |
| Investment Management | \$17,803 | \$16,786 | \$4,578 | \$13,056 | \$13,056 | \$13,056 | \$13,056 | \$13,056 | \$13,056 | \$13,056 |
| Total expenditure | \$3,380,888 | \$3,517,423 | \$3,364,572 | \$1,567,366 | \$1,520,715 | \$1,022,486 | \$1,092,839 | \$1,563,441 | \$1,031,180 | \$1,064,320 |
| Unsubsidised Activities | | | | | | | | | | |
| <i>Expenditure</i> | | | | | | | | | | |
| Unsubsidised Capital Expenditure | \$1,800,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total revenue | \$1,800,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

Grey District Council

| | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Subsidised Activities | | | | | | | | | | |
| <i>Expenditure (by GPS Activity Class)</i> | | | | | | | | | | |
| Road to Zero | \$30,000 | \$30,600 | \$31,212 | \$31,836 | \$32,473 | \$33,122 | \$33,785 | \$34,461 | \$35,150 | \$35,853 |
| Local Road Improvements | \$950,000 | \$950,000 | \$950,000 | \$950,000 | \$950,000 | \$950,000 | \$950,000 | \$950,000 | \$950,000 | \$950,000 |
| Local Road Maintenance | \$6,118,500 | \$6,376,618 | \$6,262,841 | \$6,086,319 | \$6,086,319 | \$6,086,319 | \$6,086,319 | \$6,086,319 | \$6,086,319 | \$6,086,319 |
| Investment Management | \$175,000 | \$165,000 | \$45,000 | \$128,333 | \$128,333 | \$128,333 | \$128,333 | \$128,333 | \$128,333 | \$128,333 |
| Total subsidised expenditure | \$7,273,500 | \$7,522,218 | \$7,289,053 | \$7,196,488 | \$7,197,125 | \$7,197,774 | \$7,198,437 | \$7,199,113 | \$7,199,802 | \$7,200,505 |
| <i>Revenue for subsidised activities</i> | | | | | | | | | | |
| Approved Organisation Revenue | \$2,691,195 | \$2,783,221 | \$2,696,950 | \$2,662,701 | \$2,662,936 | \$2,663,176 | \$2,663,422 | \$2,663,679 | \$2,663,557 | \$2,664,187 |
| NLTF Revenue | \$4,582,305 | \$4,738,997 | \$4,592,103 | \$4,533,787 | \$4,534,189 | \$4,534,598 | \$4,535,015 | \$4,535,454 | \$4,535,245 | \$4,536,318 |
| Unsubsidised Activities | | | | | | | | | | |
| <i>Expenditure</i> | | | | | | | | | | |
| Unsubsidised Operational Expenditure | \$2,691,195 | \$2,783,221 | \$2,696,950 | \$2,662,701 | \$2,662,936 | \$2,663,177 | \$2,663,422 | \$2,663,672 | \$2,663,927 | \$2,664,187 |
| Total unsubsidised expenditure | \$4,582,305 | \$4,738,997 | \$4,592,103 | \$4,533,788 | \$4,534,189 | \$4,534,598 | \$4,535,015 | \$4,535,441 | \$4,535,875 | \$4,536,318 |
| Total revenue | \$7,273,500 | \$7,522,218 | \$7,289,053 | \$7,196,488 | \$7,197,125 | \$7,197,774 | \$7,198,437 | \$7,199,113 | \$7,199,802 | \$7,200,505 |

Westland District Council

| | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Subsidised Activities | | | | | | | | | | |
| <i>Expenditure (by GPS Activity Class)</i> | | | | | | | | | | |
| Road to Zero | \$30,000 | \$30,600 | \$31,212 | \$31,836 | \$32,473 | \$33,122 | \$33,785 | \$34,461 | \$35,150 | \$30,000 |
| Public Transport Services | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 |
| Local Road Improvements | \$285,000 | \$110,000 | \$350,000 | \$285,000 | \$285,000 | \$285,000 | \$285,000 | \$285,000 | \$285,000 | \$285,000 |
| Local Road Maintenance | \$4,851,093 | \$4,925,732 | \$4,837,684 | \$4,911,270 | \$4,925,502 | \$4,947,698 | \$4,970,896 | \$4,987,859 | \$5,013,066 | \$5,032,138 |
| Investment Management | \$162,692 | \$153,395 | \$41,835 | \$119,307 | \$119,307 | \$119,307 | \$119,307 | \$119,307 | \$119,307 | \$119,307 |
| Total expenditure | \$5,358,785 | \$5,249,727 | \$5,290,731 | \$5,377,413 | \$5,392,282 | \$5,415,127 | \$5,438,989 | \$5,456,627 | \$5,482,523 | \$5,502,297 |
| <i>Revenue for subsidised activities</i> | | | | | | | | | | |
| Approved Organisation Revenue | \$2,036,338 | \$1,994,896 | \$2,010,478 | \$2,043,417 | \$2,049,067 | \$2,057,748 | \$2,066,815 | \$2,073,518 | \$2,083,359 | \$2,090,873 |
| NLTF Revenue | \$3,322,447 | \$3,254,831 | \$3,280,253 | \$3,333,996 | \$3,343,215 | \$3,357,379 | \$3,372,173 | \$3,383,109 | \$3,399,164 | \$3,411,425 |
| Total revenue | \$5,358,785 | \$5,249,727 | \$5,290,731 | \$5,377,413 | \$5,392,282 | \$5,415,127 | \$5,438,988 | \$5,456,627 | \$5,482,523 | \$5,502,298 |
| Subsidised Activities – SPR Roads | | | | | | | | | | |
| Local Road Improvements | \$1,600,000 | \$500,000 | \$500,000 | \$130,000 | \$130,000 | \$130,000 | \$130,000 | \$130,000 | \$130,000 | \$130,000 |
| Local Road Maintenance | \$1,177,151 | \$1,211,379 | \$1,753,236 | \$857,256 | \$857,256 | \$857,256 | \$857,256 | \$857,256 | \$857,256 | \$857,256 |
| Investment Management | \$12,308 | \$11,605 | \$3,165 | \$9,026 | \$9,026 | \$9,026 | \$9,026 | \$9,026 | \$9,026 | \$9,026 |
| Total expenditure | \$2,789,459 | \$1,722,984 | \$2,256,401 | \$996,282 | \$996,282 | \$996,282 | \$996,282 | \$996,282 | \$996,282 | \$996,282 |

West Coast Regional Council

| | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 |
|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Subsidised Activities | | | | | | | | | | |
| <i>Expenditure (by GPS Activity Class)</i> | | | | | | | | | | |
| Road to Zero | | | | | | | | | | |
| Public Transport Services | \$105,000 | \$107,100 | \$109,242 | \$111,427 | \$113,655 | \$115,928 | \$118,247 | \$120,612 | \$123,024 | \$125,485 |
| Investment Management | \$65,000 | \$60,000 | \$70,000 | \$65,000 | \$65,000 | \$75,000 | \$67,000 | \$67,000 | \$80,000 | \$75,000 |
| Total expenditure | \$170,000 | \$167,100 | \$179,242 | \$176,427 | \$178,655 | \$190,928 | \$185,247 | \$187,612 | \$203,024 | \$200,485 |
| Revenue for subsidised activities | | | | | | | | | | |
| Approved Organisation Revenue | \$70,900 | \$70,900 | \$70,900 | \$70,900 | \$70,900 | \$70,900 | \$70,900 | \$70,900 | \$70,900 | \$70,900 |
| NLTF Revenue | \$99,100 | \$97,050 | \$104,623 | \$102,619 | \$103,840 | \$111,485 | \$107,634 | \$108,929 | \$118,570 | \$116,718 |
| Total revenue | \$170,000 | \$167,100 | \$179,242 | \$176,427 | \$178,655 | \$190,928 | \$185,247 | \$187,612 | \$203,024 | \$200,485 |

Department of Conservation West Coast

| | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 |
|--|--------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Subsidised Activities | | | | | | | | | | |
| <i>Expenditure (by GPS Activity Class)</i> | | | | | | | | | | |
| Local Road Improvements | \$0 | \$0 | \$100,000 | \$34,000 | \$34,680 | \$35,374 | \$36,081 | \$36,803 | \$37,539 | \$38,290 |
| Local Road Maintenance | \$1,587,898 | \$787,104 | \$787,104 | \$829,940 | \$842,757 | \$887,897 | \$824,258 | \$900,312 | \$804,649 | \$817,041 |
| Total expenditure | \$1,587,898 | \$787,104 | \$887,104 | \$863,940 | \$877,437 | \$923,271 | \$860,339 | \$937,115 | \$842,187 | \$855,330 |
| Revenue for subsidised activities | | | | | | | | | | |
| Approved Organisation Revenue | \$778,070.00 | \$385,681.00 | \$434,681.00 | \$423,331.00 | \$429,944.00 | \$452,403.00 | \$421,566.00 | \$459,186.00 | \$412,672.00 | \$419,112.00 |
| NLTF Revenue | \$809,828.00 | \$401,423.00 | \$452,423.00 | \$440,609.00 | \$447,493.00 | \$470,868.00 | \$438,773.00 | \$477,929.00 | \$429,515.00 | \$436,218.00 |
| Unsubsidised Activities | | | | | | | | | | |
| <i>Expenditure</i> | | | | | | | | | | |
| Unsubsidised Operational Expenditure | \$8,333 | \$8,333 | \$8,333 | \$8,333 | \$8,333 | \$8,333 | \$8,333 | \$8,333 | \$8,333 | \$8,333 |
| Total Unsubsidised expenditure | \$8,333 | \$8,333 | \$8,333 | \$8,333 | \$8,333 | \$8,333 | \$8,333 | \$8,333 | \$8,333 | \$8,333 |
| Total revenue | \$1,596,231 | \$795,437 | \$895,437 | \$872,273 | \$885,770 | \$931,604 | \$868,672 | \$945,448 | \$850,520 | \$863,663 |

State Highways – West Coast

| | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 | 2028/29 | 2029/30 | 2030/31 |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| Subsidised Activities | | | | | | | | | | |
| <i>Expenditure (by GPS Activity Class)</i> | | | | | | | | | | |
| Road to Zero | \$1,428,578 | \$14,900,171 | \$11,676,971 | \$4,880,000 | \$0 | \$1,617,600 | \$480,000 | \$1,735,200 | \$5,777,706 | \$24,307,267 |
| Public Transport Infrastructure | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Walking and Cycling Improvements | \$895,000 | \$895,000 | \$895,000 | \$895,000 | \$895,000 | \$895,000 | \$895,000 | \$895,000 | \$895,000 | \$895,000 |
| State Highway Improvements | \$5,017,897 | \$7,905,222 | \$1,290,400 | \$6,021,208 | \$1,082,432 | \$1,104,081 | \$10,226,162 | \$6,748,686 | \$12,371,659 | \$9,595,093 |
| State Highway Maintenance | \$31,310,905 | \$40,558,183 | \$32,384,524 | \$33,032,215 | \$33,692,859 | \$34,366,716 | \$35,054,051 | \$35,755,132 | \$36,470,234 | \$37,199,639 |
| Total expenditure | \$38,652,380 | \$64,258,576 | \$46,246,895 | \$44,828,423 | \$35,670,291 | \$37,983,397 | \$46,655,213 | \$45,134,018 | \$55,514,599 | \$71,996,999 |

7.5 Activities of inter-regional significance

There are initiatives undertaken across regional boundaries, or on the connections that link us to other regions, that will result in significant benefit to our communities and businesses.

Improving freight flow to Canterbury

In 2017/18, \$3.1 million tonnes of freight was exported from the West Coast to other regions, with 1.7 million tonnes imported. Unequal incoming and outgoing freight flows on the road network reduce the efficiency of freight to the West Coast. Much of the bulk goods, such as coal, dairy product and logs, are exported from the region by rail, while many commodities come in via road. Many of these have unused capacity. There is an opportunity to improve the efficiency of freight by upgrading bridges on State Highway 73 to cater to HPMV and 50Max trucks reducing the overall number of trips and travel time. State Highway 73 has been identified as a key route for upgrading over the next five to ten years.

7.6 Regionally significant expenditure from other funding sources

The Government announced several transport IRG projects on 28 January 2021 as part of the Covid-19 stimulus package.

| Activity | AO | Description | Start | End | Total cost | Funding source |
|-------------------------|-----|-------------|------------|------------|-------------|----------------|
| Rough River Bridge | GDC | Replacement | Dec – 2020 | Dec – 2021 | \$5,000,000 | Crown |
| Moonlight Creek Bridge | GDC | Replacement | Dec – 2020 | Dec – 2021 | \$2,600,000 | Crown |
| William Stewart Bridge | GDC | Replacement | Dec – 2020 | Dec - 2021 | \$5,800,000 | Crown |
| Tidal Creek No.2 Bridge | BDC | Replacement | Aug – 2020 | Aug – 2021 | \$1,800,000 | Crown |

7.7 Activities to be varied, suspended or abandoned

There are no known activities to be varied, suspended or abandoned.

8. Monitoring indicator framework

This section describes how monitoring will be undertaken to assess implementation of the Regional Land Transport Plan.

Outcome: Healthy and safe people

| Measure | Indicator | Specifications | Data sources |
|---|--|---|--|
| Deaths and serious injuries | Reduction in the number of crashes that result in death or serious injuries | Deaths and serious injuries trending downwards from 2020 to 2030 | Waka Kotahi crash statistics |
| Injury crashes involving motorcyclists | Reduction in the number of crashes that results in motorcyclist deaths or serious injuries | Deaths and serious injuries trending downwards from 2020 to 2030 | Waka Kotahi crash statistics |
| Drivers at fault, or part fault, in injury crashes with an overseas licence | Reduction in the number of crashes that involve drivers holding an overseas licence that result in death or serious injury | Deaths and serious injuries trending downwards from 2020 to 2030 | Waka Kotahi crash statistics |
| On-road / off-road walking and cycling paths and trails | Increase in on-road / off-road walking and cycling paths and trails | On-road and off-road walk/cycle paths and trails increase from 2020 to 2030 | MBIE, Waka Kotahi and approved organisations |

Outcome: Resilience and security

| Measure | Indicator | Specifications | Data sources |
|--|---|--|---|
| Reduction in number or duration of road closures | Duration and frequency of road closures on the following key freight and tourism routes: <ul style="list-style-type: none"> - SH6 (Haast to Hokitika) - SH6 (Hokitika to Westport) - SH6 (Westport to Tasman boundary) - SH69 (Reefton to Inangahua Junction) - SH73 (Kumara to Canterbury boundary) - SH7 (Greymouth – Reefton – Canterbury boundary) Local roads – Arnold Valley Road and Lake Brunner Road | Duration and frequency of road closures trending downwards from 2020 to 2030 | Waka Kotahi and Approved Organisation closure reports |



9. Significance policy

Section 106(2) of the Land Transport Management Act 2003 (the Act) requires the Regional Transport Committee (RTC) to adopt a policy that determines significance in respect of:

- The activities that are included in the regional land transport plan under section 16 of the Act; and
- Variations made to regional land transport plans under section 18D of the Act.

The policy will be used in the following ways:

- To determine which activities are significant for the purpose of prioritisation in the plan (section 16(3)(d) of the Act requires the RTC to determine the order of priority of significant activities that it includes in the plan)
- To determine inter-regional significance (section 16(2)(d) requires the RTC to identify any activities that have interregional significance)
- To identify regionally significant expenditure from other sources (section 16(2)(c) requires the plan to include all regionally significant expenditure on land transport activities to be funded from other sources)
- To determine whether a variation to the plan is significant and therefore must be consulted on.

Section 18D requires that significant variations to the regional land transport plan undergo a public consultation process.

The land transport activities that are considered to be significant for the purposes of sections 16 and 106 of the Act are as follows:

| Significant activities | | |
|---|--|---|
| Section 16(3)(d) | Significant activities – to be presented in order of priority | All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan, excluding: <ul style="list-style-type: none"> - Maintenance, operations and renewal activities for state highways and local roads - Public transport continuous programme (existing services) - Low-cost low-risk activities - Road safety promotion activities - Investment management activities, including transport planning and modelling - Programme business case |
| Significant inter-regional activities | | |
| Section 16(2)(d) | Activities that have inter-regional significance | Any significant activity (see above): <ul style="list-style-type: none"> - That has implications for connectivity with other regions; and/or - For which cooperation with other regions is required; or - Any nationally significant activity identified in the Government Policy Statement on Land Transport |
| Significant expenditure funded from other sources | | |
| Section 16(2)(c) | Significant expenditure on land transport activities to be funded from sources other than the National Land Transport Fund | Any expenditure on individual transport activities, whether the activities are included in the Regional Land Transport Plan or not, from: <ul style="list-style-type: none"> - Approved organisations (where there is no National Land Transport Fund share) - Crown appropriations - Other funds administered by the Crown |

Appendix 1 - Variations to the Regional Land Transport Plan

Under section 18D(1) of the Act, the RTC can vary the RLTP at any time during the six years to which the programme applies. As per section 18D of the Act, consultation will be required on a variation if the variation is deemed significant.

Certain activities do not require a variation to a RLTP. These include:

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

The RTC has adopted the following definition to determine when a variation to the Regional Land Transport Plan is significant and must therefore undergo consultation.

All variations to the Regional Land Transport Plan, other than the following, are considered to be significant for the purposes of consultation:

- *Activities that are in the urgent interest of public safety; or*
- *New preventative maintenance and emergency reinstatement activities; or*
- *The new activity has been previously consulted on and meets funding approval provisions in accordance with sections 18 and 20 of the Act; or*
- *A scope change that does not significantly alter the original objectives of the project – to be determined by the RTC; or*
- *Variations to timing, cash flow or total cost for improvement projects; or*
- *Replacement of activities within an approved programme or group with activities of the same type and duration (e.g. maintenance programme); or*
- *A change to the duration and/or order of priority of the activity that does not substantially change the balance of the programme.*

Appendix 2 - Assessment of the relationship of Police activities to the Regional Land Transport Plan

There are programmes that fall outside of the scope of the RLTP yet play a key role in the regional road safety effort; the most significant of which is the road-policing programme. Section 16(6) of the LTMA requires the inclusion of an assessment of the relationship of Police activities to the RLTP. Police enforcement is central to the delivery of a regional safe system response to road safety.

The Police's strategic direction is outlined in their Statement of Intent 2020- 2025. In the Safe Roads context, the Police are working closely with partners to prevent death and injury on our roads, aligning with this RLTP. This includes the collaborative road safety partnership of Police, Waka Kotahi and Ministry of Transport towards delivering on the Government's Road to Zero strategy. It also includes partnering with road controlling authorities and Regional Transport Committees. Resourcing is deployed commensurate to road safety outcome risk, based off a platform of strong New Zealand and international evidence.

Police are involved in regional road safety strategy and planning; road safety promotion and the delivery of roadside education and work collaboratively with West Coast Road Safety to address the top priority road safety issues on the West Coast. These have been identified as

- Run-off road and head on crashes involving vulnerable road users and speeding on high-risk urban and rural roads

- Driver behaviour, especially with alcohol and drug impairment, people not wearing seatbelts and speeding
- Increasing numbers of buses, campervans and tourist drivers means more vehicles travel at slower speeds leading to frustration when they cannot be passed.

However, speed management has been identified as the highest priority for the West Coast.

Appendix 3 - Assessment of compliance with LTMA section 14

Section (16) of the LTMA requires inclusion of an assessment of how the Plan complies with section 14 of the Act. The following outlines how this requirement has been met. An RLTP must contribute to the purpose of the LTMA which is “to contribute to an effective, efficient, and safe land transport system in the public interest” (section 3, LTMA). This purpose is reflected in the objectives of this Plan and the programme of activities that have been identified. Waka Kotahi and approved organisations provide assessments of effectiveness and efficiency when submitting projects for funding. Safety is the core focus of Objective 3 in this Plan.

An RLTP must be consistent with the GPS which has been incorporated in the development of this Plan. There is also alignment between the Objectives in the GPS and this Plan. In developing the Plan, the Regional Transport Committee must consider alternative regional land transport objectives that would contribute to the purpose of the LTMA and the feasibility and affordability of those alternative objectives. Initial drafting provided several alternative objectives but on review these did adequately address the issues facing the region. The public notification and submission process provides further opportunity for consideration of alternative objectives.

The RLTP must take into account:

- The National Energy Efficiency and Conservation Strategy
- Relevant National Policy Statements and any relevant Regional Policy Statements or plans that are, for the time being, in force under the RMA
- Likely funding from any source.

This Plan supports the National Energy Efficiency and Conservation Strategy, and its priority of efficient and low emissions transport. Activities in this Plan align with this priority by supporting a resilient and fit for purpose network. Similarly, the relevant sections of the West Coast Regional Policy Statement and District Plan are reflected in the objectives set.

All likely substantive funding sources have been identified within this Plan.

Appendix 4 - Legislative requirements

The following extracts from the LTMA outline the key requirements with respect to the regional land transport plans.

Section 14 – core requirements of regional land transport plans

Before a regional transport committee submits a regional land transport plan to a regional council, the regional transport committee must

- a. be satisfied that the regional land transport plan
 - i. Contributes to the purposes of this Act
 - ii. Is consistent with the GPS on land transport
- b. have considered
 - i. Alternative regional land transport objectives that would contribute to the purpose of this Act

- ii. The feasibility and affordability of those alternative objectives
- c. have taken into account any
 - i. NEECS
 - ii. Relevant NPS and any relevant RPS's or plans that are, for the time being, in force under the RMA
 - iii. Likely funding from any source.

Section 16 – form and content of regional land transport plans

1. A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least ten financial years from the start of the regional land transport plan.
2. A regional land transport plan must include:
 - a. a statement of transport priorities for the region for the ten financial years from the start of the regional land transport plan
 - b. a financial forecast of anticipated revenue and expenditure on activities for the ten financial years from the start of the regional land transport plan
 - c. all regionally significant expenditure on land transport activities to be funded from sources other than the NLTF during the six financial years from the start of the regional land transport plan
 - d. an identification of those activities (if any) that have inter-regional significance.
3. For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain for the first six financial years to which the plan relates:
 - a. activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services
 - b. (not relevant for the West Coast)
 - c. the following activities that the regional transport committee decides to include in the regional land transport plan:
 - i. Activities proposed by approved organisations in the region... other than those activities specified in paragraphs (a) and (b)
 - ii. Activities relating to state highways in the region that are proposed by the agency
 - iii. Activities, other than those relating to state highways, that the agency may propose for the region and that the agency wishes to see included in the regional land transport plan
 - d. The order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b) and (c)
 - e. An assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes:
 - i. The objective or policy to which the activity will contribute
 - ii. An estimate of the total cost and the cost for each year
 - iii. The expected duration of the activity
 - iv. Any proposed sources of funding other than the NLTF (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties)
 - v. Any other relevant information
 - f. The measures that will be used to monitor the performance of the activities
4. An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity
For the purpose of the inclusion of activities in a national land transport programme:
 - a. A regional land transport plan must be in the form and contain the detail that the agency may prescribe in writing to regional transport committees
 - b. The assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the agency under paragraph (a)
5. For the purpose of the inclusion of activities in a national land transport programme:
 - a. A regional land transport plan must be in a form and contain the detail that the agency may prescribe in writing to regional land transport committees

- b. The assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the agency under paragraph (a)
6. A regional land transport plan must also include:
 - a. An assessment of how the plan complies with section 14
 - b. An assessment of the relationship of Police activities to the regional land transport plan
 - c. A list of activities that have been approved under section 20 but are not yet completed
 - d. An explanation of the proposed action, if it is proposed that an activity be varied, suspended or abandoned
 - e. A description of how monitoring will be undertaken of the regional land transport plan
 - f. A summary of the consultation carried out in the preparation of the regional land transport plan
 - g. A summary of the policy relating to significance adopted by the regional transport committee under the section 106(2)
 - h. Any other relevant matters.

Section 18 – consultation requirements

1. When preparing a regional land transport plan, a regional transport committee:
 - a. Must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002
 - b. May use the special consultative procedure specified in section 83 of the Local Government Act 2002.

Section 106 – functions of regional transport committees

1. The functions of each regional transport committee are:
 - a. To prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council
 - b. To provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities
2. Each regional transport committee must adopt a policy that determines significance in respect of:
 - a. Variations made to regional land transport plans under section 18D
 - b. The activities that are included in the regional land transport plan under section 16.

Appendix 5 - Summary of consultation

The draft Regional Land Transport Plan was produced with input from the following:

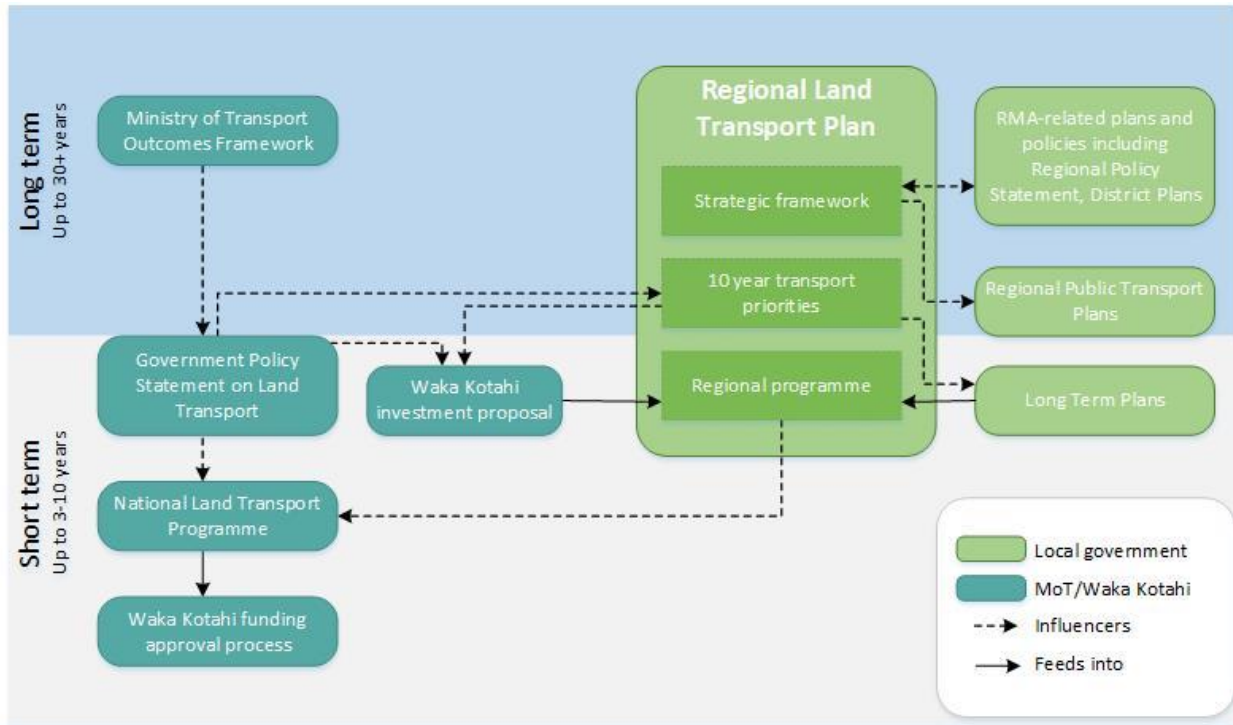
- Waka Kotahi NZ Transport Agency
- West Coast Regional Council
- Buller, Grey and Westland District Councils
- Department of Conservation
- Development West Coast

At the final stages of drafting, a hui was held with Te Rūnanga o Ngāti Waewae and Te Rūnanga o Makaawhio. Feedback from this hui was included within the document. KiwiRail also reviewed the draft plan and provided further information for inclusion within the document.

The draft RLTP was made available for public consultation from 24 March 2021 until 30 April 2021. Five submissions were received with no submitters requesting to be heard. A hearing was held on 21 May 2021 to adopt one late submission received. Deliberations followed. The RTC endorsed the RLTP on 26 May 2021, which saw changes resulting from submissions included in the Plan. The RTC submitted the Plan to the West Coast Regional Council for adoption at their meeting on 8 June 2021.

Appendix 6 - Regional Land Transport Plan policy relationships

Regional land transport plans are an important part of New Zealand's system for planning and investing in transport infrastructure and services. This is shown in the diagram below.



Glossary

| | |
|---|---|
| Active transport | Transport modes that rely on human power, primarily walking and cycling. |
| Financial Assistance Rate (FAR) | A percentage of costs funded by Waka Kotahi NZTA recognizing that there are national and local benefits from investment in the network. |
| Government Policy Statement for Land Transport (GPS) | A high level statement of intent from the Government regarding land transport in New Zealand. |
| Infrastructure | All fixed components of a transportation system, including roadways and bridges, railways, ports, cycle trails and other physical elements. |
| Investment Logic Mapping | A technique to test and confirm the rationale for a proposed development. |
| Land transport | Means: (a) transport on land by any means, (b) the infrastructure, goods and services facilitating that transport. The definition also includes coastal shipping. |
| Land transport system | All infrastructure, services, mechanisms and institutions that contribute to providing for land transport. |
| Level of service | A qualitative measure that describes the operational conditions of a road or intersection. |
| Local roads | Roads operated by territorial local authorities. |
| LTMA | Land Transport Management Act 2003. |
| Multi-modal | Used to describe travel or transport of goods involving more than one transport mode. |
| Mode | A categorization of transport methods, e.g. private motor vehicles, walking, cycling, rail. |
| National Energy Efficiency and Conservation Strategy (NEECS) | A Government Strategy prepared under the Energy Efficiency and Conservation Act 2000. |
| National Land Transport Fund | The dedicated part of the Crown Bank Account into which land transport revenue, as defined in section 6 of the Land Transport Management Act 2003, is paid. |
| NPS | National Policy Statement issued under the Resource Management Act (RMA). National policy statements (NPS's) enable central government to prescribe objectives and policies for matters of national significance which are relevant to achieving the sustainable management purpose of the RMA. |
| Network | Infrastructure or services that are connected to enable the transition of people and goods from one piece of infrastructure or service to another. |
| New Zealand Upgrade Programme | A fund established by the Government to support the upgrade of essential roads in New Zealand. |
| One Network Road Classification (ONRC) | A road classification system jointly developed by Waka Kotahi and local government to provide a nationally consistent framework for determining road function, future levels of service, the appropriate maintenance levels, and improvement projects. |
| Provincial Growth Fund | A fund established by the Government aimed at lifting productivity in the provinces. |
| RLTP | Regional Land Transport Plan |
| Regional Transport Committee | A committee of the West Coast Regional Council required by the Land Transport Management Act 2003. The Committee is responsible for the preparation and approval of this Plan. |
| Road Controlling Authority | District Councils, Waka Kotahi, Department of Conservation. |
| Road to Zero | A strategy to reduce the road toll to zero. |
| RPS | Regional Policy Statement prepared under the RMA. |
| Special Purpose Road (SPR) | A local road that receives a far higher funding assistance rate from Waka Kotahi than the other local roads managed by the same territorial authority. |
| State Highway | A road managed by Waka Kotahi and gazetted as state highway, |
| Territorial local authorities | District Councils |
| Total Mobility | A subsidised transport service to increase the mobility of people with serious mobility constraints. |
| Waka Kotahi | A Government transport agency created under section 93 of the Land Transport Management Act 2003. |

| | |
|---|----------------------------------|
| Report to: Council | Meeting Date: 9 June 2021 |
| Title of Item: Paroa Building Seismic Assessment | |
| Report by: Heather Mabin, Acting Chief Executive | |
| Reviewed by: | |
| Public excluded? No | |

Report Purpose

The purpose of this paper is to table the findings of a seismic assessment of the main office building and seek Council's direction as to the NBS rating that should be applied.

Report Summary

The findings of a report prepared by external assessors has identified the need for Council to strengthen one exterior wall of the main office building. Until this has been completed the building has been assessed as earthquake prone.

Draft Recommendations

It is recommended that Council resolve to:

- *Receive the report; and*
- *Advise Officers as to the preferred %NBS that should be applied to Council buildings.*

Background

Council has a duty of care for the well-being and safety of its employees. This duty of care extends not only to the individual person but also to the need for the surrounds they work in to be fit-for-purpose.

Earlier this year, Vin Smith, Chief Executive, commissioned Eliot Sinclair to undertake a detailed seismic assessment of the main office building. See Attachment 1, *Detailed Seismic Assessment: Office Building at 388 Main South Road, Parao, Greymouth*. The basis of the generally accepted grading system for buildings set out by the NZ Society of Earthquake Engineering (NZSEE) is summarised in the following table.

| Percentage of New Building Standard (%NBS) | Alpha rating | Approximate risk relative to a new building | Life-safety Risk Description |
|--|--------------|---|------------------------------|
| >100 | A+ | Less than or comparable to | Low risk |
| 80-100 | A | 1-2 times greater | Low risk |
| 67-79 | B | 2-5 times greater | Low or Medium risk |
| 34-66 | C | 5-10 times greater | Medium risk |
| 20-33 | D | 10-25 times greater | High risk |
| <20 | E | 25 times greater | Very High risk |

The overall %NBS rating that is applied to a building is the lowest rating it receives in any one area, irrespective of how large or small the lowest rated area is.

Currently, Council's Insurers through AON brokers, do not have a required NBS rating that applies to Council's insured buildings.

Current situation

The conclusion about the seismic rating of the main office building in Eliot Sinclair's report is that:

.... the building has a seismic rating of <34% of a new building... the building is therefore categorised as a Grade D... Grade D buildings represent a life safety risk to building occupants equivalent to 10-25 times greater than expected for a new building, indicating a high earthquake risk exposure.

This rating results from the assessment of <34%NBS for the western wall of the cafeteria. The table below lists the ratings for each part of the building:

| Structural Element | Load Direction | %NBS | Comments |
|--|----------------|--|---|
| Southern Extension: Timber framed walls. In plane shear. | Along | 50% | Assessed in accordance with Section 'C9' of NZSEE EQ-Assess guidance. |
| Southern Extension: Timber framed walls. In plane shear. | Across | 40% | Assessed in accordance with Section 'C9' of NZSEE EQ-Assess guidance. |
| Central Area: Timber framed walls. In plane shear. | Along | <34% for lunchroom end wall 37% for global capacity | Assessed in accordance with Section 'C9' of NZSEE EQ-Assess guidance. |
| Central Area: Timber framed walls. In plane shear. | Across | 40% | Assessed in accordance with Section 'C9' of NZSEE EQ-Assess guidance. |
| Northern Extension: Timber framed walls. In plane shear. | Along | 55% | Assessed in accordance with Section 'C9' of NZSEE EQ-Assess guidance. |
| Northern Extension: Steel portals in bending. | Across | 75% | Assessed in accordance with Section 'C6' of NZSEE EQ-Assess guidance. |

In conversation with Eliot Sinclair, they highlighted their concern about the central area of the building where there have been numerous alterations.

To further validate their assessment of the rest of the building, Officers have asked Eliot Sinclair to carry out further investigations by:

1. Carrying out invasive investigations of the timber framed bracing walls to the building with the help of a local builder i.e. remove some wall linings to confirm their actual composition and adjust our reporting based on any new information.
2. Gauging the extent to which additional design and upgrade is required to improve the performance of the timber framed walls in order to reach a performance rating of at least 67% NBS.

Please note that in their report, they state that:

Eliot Sinclair & Partners supports the recommendation of the NZSEE that it is desirable to seismically strengthen earthquake risk buildings to as near as reasonably practical to that of a new building but, as a minimum, seismic improvements should achieve at least 67%NBS.

Once Eliot Sinclair have completed their additional investigations, they will be asked to:

- Prepare detailed plans for strengthening of western cafeteria wall for Council to tender a suitable builder to complete; and
- Advise Council on how to strengthen the other areas with a %NBS score to above 34%; and
- Advise Council on how to strengthen the other areas with a %NBS score to at least 67% as recommended by the NZSEE.

Costs and Benefits

The quantum of any renovations to the main office is unknown until detailed plans have been completed and quantified by a builder.

Considerations

Implications/Risks

Mitigation of the risk of a critical asset for Council collapsing in an earthquake and the potential harm to staff in the building at the time.

Significance and Engagement Policy Assessment

There are no issues within this report which trigger matters in this policy.

Tangata whenua views

Not applicable

Views of affected parties

Health & Safety Committee have been kept advised on these matters.

Financial implications

Current budget

Unknown

Future implications

Unknown

Legal implications

Council meeting the requirements of the Health & Safety at Work Act 2015 and the Building Act 2004.

Attachments

Attachment 1: Detailed Seismic Assessment: Office Building at 388 Main South Road, Paroa, Greymouth, Eliot Sinclair May 2021.

Detailed Seismic Assessment

**Office Building at 388 Main South Road,
Paroa, Greymouth**

Prepared for West Coast Regional Council

502040



Detailed Seismic Assessment
Office Building at 388 Main South Road, Paroa, Greymouth
Prepared for West Coast Regional Council

502040

Quality Control Certificate

Eliot Sinclair & Partners Limited

eliotsinclair.co.nz

| Action | Name | Signature | Date |
|------------------------|--|--|---------------------------|
| Prepared by: | Simon Macdonald BSc (Hons), MEngNZ |  | 20 th May 2021 |
| Reviewed by: | Harry Zhang BE(Hons), CPEng, CMEngNZ |  | 20 th May 2021 |
| Status: | V1 | | |
| Release date: | 20 th May 2021 | | |
| Reference no: | 502040 | | |
| Distributed to: | West Coast Regional Council | | |

Limitations

This report has been prepared for West Coast Regional Council according to their instructions and for the particular objectives described in this report. The information contained in this report should not be used by anyone else or for any other purposes.

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Executive Summary

Background

Eliot Sinclair & Partners Limited (Eliot Sinclair) has been engaged by The West Coast Region Council to undertake a Detailed Seismic Assessment (DSA) of the office building at 388 Main South Road, Paroa, Greymouth. This report has been prepared to summarise the seismic assessment and the associated results.

Building Description

The building is two storeys comprising principally of timber framed walls with a timber inter floor. The building's ground floor is a concrete floor slab with perimeter concrete foundation. The roof is comprised of lightweight corrugate cladding and sections of butanol on ply, on timber purlins on timber trusses which span between the external walls. The bracing for the building is typically from timber framed walls, except in the northern extension which relies upon portal frames in the north-south direction.

We have plans for the north and south extensions of the building from the council's property file.

Assessed Seismic Rating

Based on the results of the seismic assessment, the building has a seismic rating of <34% of new building standard (NBS) for an importance level 2 building as defined by NZS1170.0:2002. The building is therefore categorized as a Grade D building following the New Zealand Society for Earthquake Engineering (NZSEE) grading scheme, refer Section 6 of this report. Grade D buildings represent a life safety risk to building occupants equivalent to 10-25 times greater than expected for a new building, indicating a High earthquake risk exposure.

A building with a seismic rating less than 34%NBS is considered to be an Earthquake-Prone Building in terms of the Earthquake-Prone Buildings Amendment Act 2016. The West Coast Regional Council building at 388 Main South Road, Paroa, Greymouth is therefore categorized as an Earthquake-Prone Building.

The seismic capacity of the building is limited by the in-plane shear strength of the north-western end wall of the lunch room.

Recommendations

- a) Eliot Sinclair & Partners supports the recommendation of the NZSEE that it is desirable to seismically strengthen earthquake risk buildings to as near as reasonably practical to that of a new building; but, as a minimum, seismic improvements should achieve at least 67%NBS.
- b) As requested by the client, we have prepared the 34%NBS seismic strengthening concept. Please refer to Appendix B.
- c) This executive summary is a limited précis of our observations and conclusions. We recommend that this report is read in full. Where any question arises as to the scope or interpretation of the seismic assessment for this building Eliot Sinclair & Partners Ltd should be consulted.

1. Introduction

Eliot Sinclair & Partners Limited (Eliot Sinclair) has been engaged by the Westland Regional Council to undertake a Detailed Seismic Assessment (DSA) of the building comprising of three key areas, The original building to the centre and the north and south extensions. The building is located at 388 Main South Road, Paroa, Greymouth.

This DSA summarised in this report, has been undertaken generally in accordance with the EQ-Assess guidelines "The Seismic Assessment of Existing Buildings" issued July 2017.

The purpose of undertaking the DSA is to quantitatively establish the approximate ultimate seismic structural capacity of the existing building with a focus on life safety rather than damage avoidance.

1.1. Scope of Assessment

The scope of work undertaken by Eliot Sinclair includes:

- a) Review of relevant information on the building which has been provided to Eliot Sinclair, including:
 - i) Works Consultancy drawings for the southern extension dated 1994.
 - ii) MWH engineering drawings for the northern extension dated 2004.
 - iii) Hopkins Team Architecture architectural drawings for the northern extension dated 2004.
- b) Undertake site inspections of the property for the purpose of identifying:
 - i) The nature and general extent of earthquake damage to the building.
 - ii) Other conditions that could impact on the seismic performance of the building.
- c) Analyse the primary building structural systems based on the information gained from the review of the drawings and knowledge of the detailing used for structures of this era.
- d) Quantitative evaluation of the capacity of the critical structural elements of the building and the seismic demands (internal forces and ductility) on these elements, as derived from the analytical models.
- e) Produce a report summarising the findings of the DSA.

1.2. Limitations

- a) This report has been prepared by Eliot Sinclair & Partners at the request of our Client and is exclusively for our Client's use for the purpose for which it is intended in accordance with the agreed scope of work. Eliot Sinclair & Partners accepts no responsibility or liability to any third party for any loss or damage whatsoever arising out of the use of or reliance on this report by that party or any party other than our Client.
- b) The inspections of the building discussed in this report have been restricted to those required to assist in the structural assessment of the building structure for seismic loads only. This assessment does not consider gravity or wind loading or cover building services or fire safety systems, or the building finishes, glazing system or the weather tightness envelope.
- c) Eliot Sinclair & Partners have not undertaken an assessment of the in-ceiling ducting, services and plant. We have also not checked whether tall or heavy furniture has been seismically restrained or not. These issues are outside the scope of this assessment but could be the subject of further investigation.
- d) Eliot Sinclair & Partners is not able to give any warranty or guarantee that all possible damage, defects, conditions or qualities have been identified. The work done by Eliot Sinclair & Partners and the advice given is therefore on a reasonable endeavours basis.
- e) The assessment is based on various assumptions as outlined in Section 4 of this report.

- f) Eliot Sinclair & Partners has not considered any environmental matters and accepts no liability, whether in contract, tort, or otherwise for any environmental issues.
- g) The basis of Eliot Sinclair & Partners advice and our responsibility to our Client is set out above and in the terms of engagement with our Client.

2. Property Description

2.1. Site Description

The site is located in on Main South Road, Paroa, approximately 6km South of Central Greymouth. The site is effectively level.



Figure 1. Aerial Photo of the site. The building is located within the red outline.

2.2. Building Description

The building is two storey predominantly timber framed office building. The northern elevation has steel portal frames. The building has concrete floor slabs for the ground floor and timber floors throughout first floor.

The roof is comprised of lightweight cladding supported on timber purlins. The purlins are supported on a mixture of timber trusses, timber rafters and in the case of the northern extension, steel portal frames. The timber trusses and rafters span between load bearing walls.

The building is operated as an office building with no post-disaster function and is therefore classified as importance level 2 in accordance with AS/NZS1170.0:2002.

2.3. Gravity Structure

Based on the site inspection undertaken by Eliot Sinclair & Partners, the primary gravity load resisting system for the building comprises:

Central area:

- **Roof:** Lightweight roofing on timber purlins, on timber trusses and rafters spanning between timber framed walls.
- **Walls:** The walls are made of light weight timber framing with heavyweight veneer cladding.
- **First floor:** The first floor comprises timber flooring supported on timber joists between timber framed walls.
- **Foundations:** The building has concrete floor slabs with perimeter thickening.

Southern extension

- **Roof:** Lightweight roofing on timber purlins, on timber trusses between timber framed walls.
- **Walls:** The walls are light weight and timber framed.
- **First floor:** The first floor comprises timber flooring supported on timber joists between timber framed walls.
- **Foundations:** The building has concrete floor slabs with perimeter thickening.

Northern extension

- **Roof:** Lightweight roofing on timber purlins spanning between steel portal frames.
- **Walls:** The walls are light weight and timber framed.
- **First floor:** The first floor comprises timber flooring supported on timber floor trusses spanning between timber framed walls.
- **Foundations:** The building has concrete floor slabs with perimeter thickening.

2.4. Seismic Lateral Structure

Based on a review of the available documentation in conjunction with site inspections undertaken by Eliot Sinclair & Partners, the primary lateral load resisting system for the building comprises:

- **Central Area and Southern extension (Both Directions):** Generally, loads for roof, first floor and out-of-plane loaded walls are carried out to the in-plane timber walls through the ceiling/roof diaphragm. All the in-plane loads from the internal walls are transferred to the foundation system.
- **Northern Extension:**
 - (a) **Longitudinal Direction:** Generally, loads for roof and out-of-plane loaded walls are carried out to the steel portal frames through the ceiling/roof diaphragms and cross bracing. Then these loads are transferred to the foundation. All the in-plane loads from the timber framed walls are transferred to the foundation system.
 - (b) **Transverse Direction:** Generally, loads for roof and out-of-plane loaded walls are carried out to the in-plane timber walls through the ceiling/roof diaphragm. All the in-plane loads from the timber framed walls are transferred to the foundation system.

2.5. Subsoil Description

Geological mapping of the Greymouth area¹ notes the site is present day Coastal Plain underlain by beach sand and gravel deposits (Q1b). The Alpine Fault is located approximately 35km south east of the site.

The site-specific geotechnical investigation has been carried out and found that the foundations extended 0.3m into the ground and were sitting on sandy gravel fill. Additional, hand augers were conducted at either end of the building (north-east and south-western ends), these tests found sandy brown topsoil with some stones overlying brown sands, at approximately 0.5m below ground level (bgl). These results are consistent with the mapping for the area.

3. Building Investigations

3.1. Document Review

The following documents were reviewed prior to undertaking site inspections to gain an understanding of the building design and construction to assist with locating areas of potential damage:

- i) Works Consultancy drawings for the southern extension dated 1994.
- ii) MWH engineering drawings for the northern extension dated 2004.
- iii) Hopkins Team Architecture architectural drawings for the northern extension dated 2004.

3.2. Site Inspections

The building was inspected by Eliot Sinclair & Partners on the 19th March 2021. The following summary defines the scope of the observations undertaken:

- a) Visual observations of the building exterior wall elevations undertaken from ground level.
- b) Visual observation of interior walls, floors and ceilings throughout the building. Wall, floor and ceiling linings were not specifically removed.
- c) Visual observations of the paving and ground around the buildings for indication of ground movement, lateral spread and liquefaction.
- d) Other than as noted above, no intrusive site investigations were undertaken.

3.3. Observations

We did not observe any seismic related damage during our site inspection. Table 1 includes photos which record typical examples of condition observed to the building.

¹ Nathan, S., Rattenbury, M.S., Suggate, R.P. (compilers) 2002. Geology of the Greymouth area. Institute of Geological and Nuclear Sciences 1: 250 000 geological map 12. 1 sheet + 58p. Lower Hutt, New Zealand. Institute of Geological and Nuclear Sciences Limited.



Photo 1 – View of front (eastern) elevation of Northern Extension



Photo 2 – View of side and rear (north and west respectively) elevation of Northern Extension



Photo 3 – View of front (eastern) elevation of whole building.



Photo 4 – View of rear (western) elevation of whole building.



Photo 5 – View of rear and side (west and south respectively) elevation of southern extension.



Photo 6 – View of side and front (south and east respectively) elevation of southern extension.

Table 1: Photos

3.4. Structural investigations

We have carried out visual inspections to confirm the layout, dimensions and nature of construction of the building.

4. Detailed Seismic Assessment

4.1. Quantitative Assessment Methodology

The methodology adopted for the detailed seismic assessment of this building are generally as outlined in the EQ-Assess Guidelines.

Our methodology is briefly summarised below:

- a) Review of drawings available to us, as outlined in Section 3.1 of this report, to identify the main structural elements and any apparent "structural weaknesses" that may significantly reduce the seismic performance of the building.
- b) Visual inspection of key elements of the building.
- c) Calculation of the expected seismic loads on the building following the current New Zealand loading standards (NZS1170).
- d) Two-dimensional equivalent static analysis on the building structure in longitudinal and transverse directions.
- e) Hand analysis of selected critical elements of the building to determine the likely failure mechanisms of these subassemblies, and the whole building.
- f) Determination of the likely seismic capacity of the building compared with an equivalent new building at the site based on our inspections, any structural weaknesses identified, our calculations, and our engineering judgment.

4.2. Assessment Parameters

4.2.1. Material Design Standards

Various aspects of the following New Zealand Building Code compliance documents have been used in conjunction the EQ-Assess Guidelines to assist with the assessment of the seismic capacity of the building:

- New Zealand Loadings Standards - NZS1170(set)
- New Zealand Timber Structures Standard - NZS3603:1993
- New Zealand Timber Framed Buildings Standard – NZS3604:2011
- New Zealand Steel Structures Standard – NZS3404:1997 (parts 1 and 2)

4.2.2. Assessment Load Parameters

General

For the purposes of consideration of loading, this structure is Importance Level 2 in accordance with AS/NZS 1170.0:2002.

Permanent Loads

Building self-weight = calculated for each element

Imposed Loads

Roof = $0.25kPa$, $\psi_e = 0.0$ – roof

Seismic Loads: Ultimate limit State

Site subsoil category = D – In accordance with EQ-Assess Guidelines.

Hazard Factor = 0.45 (Hokitika)

Return Period Factor = 1.0 (1/500year earthquake)

Near fault factor = 1.0

Assumed structural ductility = assessed for each structural element as appropriate. Refer Table 2.

| Structural Element | Structural Ductility | Reference |
|---|------------------------|--|
| Timber framed walls and ceiling diaphragm | $\mu = 3.5, Sp = 0.7$ | EQ-Assess guidance C9.4.2 |
| Steel Portals | $\mu = 1.25, Sp = 0.7$ | EQ-Assess guidance C9 AS/NZS 1170 and NZS4600:1997 |

Table 2. Assumed structural ductility

Exclusions

Other loadings, including wind, snow and serviceability limit state earthquake loads have not been considered as part of this seismic assessment.

Probable Material Strengths

In accordance with the EQ-Assess Guidelines, the seismic capacity of the existing building elements have been assessed using probable material strengths and reduced strength reduction factors. These are as follows:

- Timber – Materials as per SESOC EQ assessment guidance tables C9.2 and C9.3.
- Probable Steel yielding stress: $F_{yprob} 250\text{MPa}$.
- Material strength reduction factors
 - Flexural capacity $\phi = 1.0$
 - Shear capacity $\phi = 0.85$

General Assumptions

The results of the Detailed Seismic Assessment are reported as a %NBS. The %NBS value contains uncertainty due to the assumptions and simplifications which are made during the assessment. The primary assumptions include, but are not limited to:

- The existing construction information supplied is an accurate record of the building. The information used to undertake the seismic assessment is listed in Section 3.
- Simplifications made in the analysis, including boundary conditions such as foundation fixity.
- Assessments of material strengths based on limited drawings, specifications and site inspections.
- The normal variation in material properties which change from batch to batch.
- Approximations made in the assessment of the capacity of each element, especially when considering the post-yield behaviour.

4.3. Structural Weaknesses

A Structural Weakness is an aspect of the building structure and/or the foundation soils that score less than 100% New Building Standard (%NBS). The Detailed Seismic Assessment identified the following structural weaknesses in the building:

- Timber Framed walls in-plane shear.
- Steel portals in bending.

4.3.1. Critical Structural Weakness

The in-plane shear resistance of north-western end wall of the lunchroom was determined as the Critical Structural Weakness (CSW) that is the lowest scoring structural weakness determined from the DSA.

4.3.2. Severe Structural Weaknesses

A Severe Structural Weakness (SSW) is a defined structural weakness that is potentially associated with catastrophic collapse and for which the capacity may not be reliably assessed based on current knowledge. Aspects that must be assessed as SSWs in a DSA have been predetermined and are listed in Section C1.5.3 of the EQ Assess guidelines. We have determined that none of the potential SSWs listed in C1.5.3 apply to this building.

5. Seismic Assessment Results

The results of the Detailed Seismic Assessment are summarised in Table 3. Note that the values given represent the worst performing elements in the building, as these effectively define the building's capacity. Other elements within the building may have significantly greater capacity when compared with the governing elements.

| Structural Element | Load Direction | %NBS | Comments |
|--|----------------|--|---|
| Southern Extension: Timber framed walls. In plane shear. | Along | 50% | Assessed in accordance with Section 'C9' of NZSEE EQ-Assess guidance. |
| Southern Extension: Timber framed walls. In plane shear. | Across | 40% | Assessed in accordance with Section 'C9' of NZSEE EQ-Assess guidance. |
| Central Area: Timber framed walls. In plane shear. | Along | <34% for lunchroom end wall 37% for global capacity | Assessed in accordance with Section 'C9' of NZSEE EQ-Assess guidance. |
| Central Area: Timber framed walls. In plane shear. | Across | 40% | Assessed in accordance with Section 'C9' of NZSEE EQ-Assess guidance. |
| Northern Extension: Timber framed walls. In plane shear. | Along | 55% | Assessed in accordance with Section 'C9' of NZSEE EQ-Assess guidance. |
| Northern Extension: Steel portals in bending. | Across | 75% | Assessed in accordance with Section 'C6' of NZSEE EQ-Assess guidance. |

Table 3. Seismic Capacity of Primary Structural Elements (%NBS)

Table 3 indicates that the overall seismic rating for the building is <34%NBS for an importance level 2 building as defined by the New Zealand Standard – Structural Design Actions AS/NZS1170.0:2002.

The seismic rating of the West Coast Regional Council building at 388 Main South Road, Paroa, Greymouth is limited by the in-plane capacity of the north-western end wall of lunchroom of the central area.

6. Seismic Grades & Relative Risk

For this assessment, the building's earthquake resistance is expressed as a "Percentage of New Building Standard" (%NBS). The %NBS seismic rating is intended to provide a measure of the ultimate seismic structural capacity of a building relative to the minimum that would meet the current New Zealand Building Code requirements for a new building constructed on the same site.

The following table by NZSEE provides the basis of a proposed grading system for existing buildings, as one way of interpreting the %NBS seismic rating. Table 4 taken from the EQ-Assess Guidelines provides the basis of a generally accepted grading system for existing buildings, as one way of interpreting the %NBS seismic rating.

| Percentage of New Building Standard (%NBS) | Alpha rating | Approximate risk relative to a new building | Life-safety Risk Description |
|--|--------------|---|------------------------------|
| >100 | A+ | Less than or comparable to | Low risk |
| 80-100 | A | 1-2 times greater | Low risk |
| 67-79 | B | 2-5 times greater | Low or Medium risk |
| 34-66 | C | 5-10 times greater | Medium risk |
| 20-33 | D | 10-25 times greater | High risk |
| <20 | E | 25 times greater | Very High risk |

Table 4: Relative Earthquake Risk

Table 4 shows that occupants of an Earthquake Prone building (%NBS less than 33%, Grade D and E) are exposed to up to more than 25 times the risk during an earthquake than that of occupants of a similar new building. For buildings that are potentially Medium Risk (67%>%NBS>34%), the risk is 5 to 10 times greater than that of an equivalent new building. Broad descriptions of the life-safety risk can be assigned to these building grades accordingly.

The New Zealand Society for Earthquake Engineering (which provides authoritative advice to the legislation makers and should be considered to represent the consensus view of New Zealand structural engineers) classifies a building as achieving *building structural performance/greater than 34%NBS but less than 67%NBS* as "Moderate Risk" and having "Acceptable legally. Improvement recommended".

Based on the results of the seismic assessment, the building is categorized as a Grade D building following the NZSEE grading scheme. Grade D buildings represent a risk to building occupants equivalent to 10-25 times that expected for a new building, indicating a High earthquake risk exposure.

A building with a seismic rating less than 34%NBS is considered to be an Earthquake-Prone Building in terms of the Earthquake-Prone Buildings Amendment Act 2016 and a building rating less than 67%NBS as an Earthquake Risk Building by the New Zealand Society of Earthquake Engineering. The West Coast Regional Council office building at 388 Main South Road, Paroa, Greymouth is therefore categorized as an Earthquake-Prone Building.

7. Conclusions

- a) Based on the seismic assessment, the building has a seismic rating of <34%NBS for an importance level 2 building as defined by NZS1170.0:2002.
- b) Based on this seismic rating, the building is therefore categorized as a Grade D building following the NZSEE grading scheme. The building is considered to be Earthquake Prone.
- c) Grade D buildings represent a risk to building occupants equivalent to 10-25 times that expected for a new building, indicating a High earthquake risk exposure.
- d) The seismic rating for the building is governed by the in-plane shear strength of the north-western end wall of the lunchroom.
- e) The decision for continued occupancy of the building remains with the owner and/or tenant of the building.
- f) Eliot Sinclair & Partners supports the recommendation of the NZSEE that it is desirable to seismically strengthen earthquake risk buildings to as near as reasonably practical to that of a new building but, as a minimum, seismic improvements should achieve at least 67%NBS.
- g) As requested by the client, we have prepared the 34%NBS seismic strengthening concept. Please refer to Appendix B.
- h) Site specific shallow geotechnical investigation has been undertaken as part of this DSA. While we do not consider the performance of the foundation to be the critical aspect governing the seismic capacity of the building, if seismic strengthening is to be undertaken or a more detailed analysis of the liquefaction potential of the site is needed, then further site specific deep geotechnical testing may be required.

Appendix A. DSA Summary Sheets

| 1. Building Information | |
|--|---|
| Building Name/ Description | The building is a two-storey office building with a mixture of timber framed walls and steel portal frames. |
| Street Address | 388 Main South Road, Paroa, Greymouth. |
| Territorial Authority | Grey District Council |
| No. of Storeys | 2 |
| Area of Typical Floor (approx.) | 1,000m ² |
| Year of Design (approx.) | Original in the 1980s, Southern extension circa 1994, northern extension circa 2004. |
| NZ Standards designed to | - |
| Structural System including Foundations | In plane timber framed walls and steel portal frames. |
| Does the building comprise a shared structural form or shares structural elements with any other adjacent titles? | Building comprises of three main structural bodies, Southern, Northern and central. |
| Key features of ground profile and identified geohazards | Principally flat. The site is at risk of liquefaction in significant event. |
| Previous strengthening and/ or significant alteration | None Known. |
| Heritage Issues/ Status | None Known. |
| Other Relevant Information | - |

| 2. Assessment Information | |
|---|---|
| Consulting Practice | Eliot Sinclair & Partners |
| CPEng Responsible, including: <ul style="list-style-type: none"> Name CPEng number A statement of suitable skills and experience in the seismic assessment of existing buildings² | Quan Zhang BEng (Hons), CMEngNZ, CPENG (1012386) Practice Field is Structural Engineering with experience in seismic assessment and recent training on the SESOC/NZSEE/MBIE assessment procedures. |
| Documentation reviewed, including: <ul style="list-style-type: none"> date/ version of drawings/ calculations³ previous seismic assessments | None. |
| Geotechnical Report(s) | None noted. |
| Date(s) Building Inspected and extent of inspection | Visual inspection only. 19/03/2021 - Internal and External. Undertaken from ground and floor levels only. |
| Description of any structural testing undertaken and results summary | None taken. |
| Previous Assessment Reports | None. |
| Other Relevant Information | - |

² This should include reference to the engineer's Practice Field being in Structural Engineering, and commentary on experience in seismic assessment and recent relevant training

³ Or justification of assumptions if no drawings were able to be obtained

| 3. Summary of Engineering Assessment Methodology and Key Parameters Used | |
|--|---|
| Occupancy Type(s) and Importance Level | Commercial/Office– Importance level 2. |
| Site Subsoil Class | Site specific Geotech report confirms site as 'D' in accordance with NZS1170.5. |
| For an ISA: | |
| Summary of how Part B was applied, including: <ul style="list-style-type: none"> • Key parameters such as μ, S_p and F factors • Any supplementary specific calculations | N/A |
| For a DSA: | |
| Summary of how Part C was applied, including: <ul style="list-style-type: none"> • the analysis methodology(s) used from C2 • other sections of Part C applied | Elastic, force based procedure. C1, C2, C3, C6, and C9. |
| Other Relevant Information | - |

| 4. Assessment Outcomes | | |
|--|--|---|
| Assessment Status (Draft or Final) | Final | |
| Assessed %NBS Rating | <34 %NBS | |
| Seismic Grade and Relative Risk (from Table A3.1) | Grade D –High Risk – 10-25 times greater than of a new building. | |
| For an ISA: | | |
| Describe the Potential Critical Structural Weaknesses | N/A | |
| Does the result reflect the building's expected behaviour, or is more information/ analysis required? | N/A | |
| If the results of this ISA are being used for earthquake prone decision purposes, <u>and</u> elements rating <34%NBS have been identified: | Engineering Statement of Structural Weaknesses and Location - | Mode of Failure and Physical Consequence Statement(s) - |
| For a DSA: | | |
| Comment on the nature of Secondary Structural and Non-structural elements/ parts identified and assessed | N/A – Simple structure with analysis of relevant primary structure only. | |
| Describe the Governing Critical Structural Weakness | The in- plane shear capacity of the timber framed walls. | |
| If the results of this DSA are being used for earthquake prone decision purposes, <u>and</u> elements rating <34%NBS have been identified (including Parts) ⁴ : | Engineering Statement of Structural Weaknesses and Location - | Mode of Failure and Physical Consequence Statement(s) - |
| Recommendations (optional for EPB purposes) | We support the recommendation of the EQ-Assess guidance that it is desirable to seismically strengthen earthquake risk buildings to as near as reasonably practical to that of a new building; but, as a minimum, seismic improvements should achieve at least 67%NBS. | |

⁴ If a building comprises a shared structural form or shares structural elements with other adjacent titles, information about the extent to which the low scoring elements affect, or do not affect the structure.

Appendix B. 34%NBS Seismic Strengthening Concept



Figure 1: Site layout of 388 Main South Road, Paroa

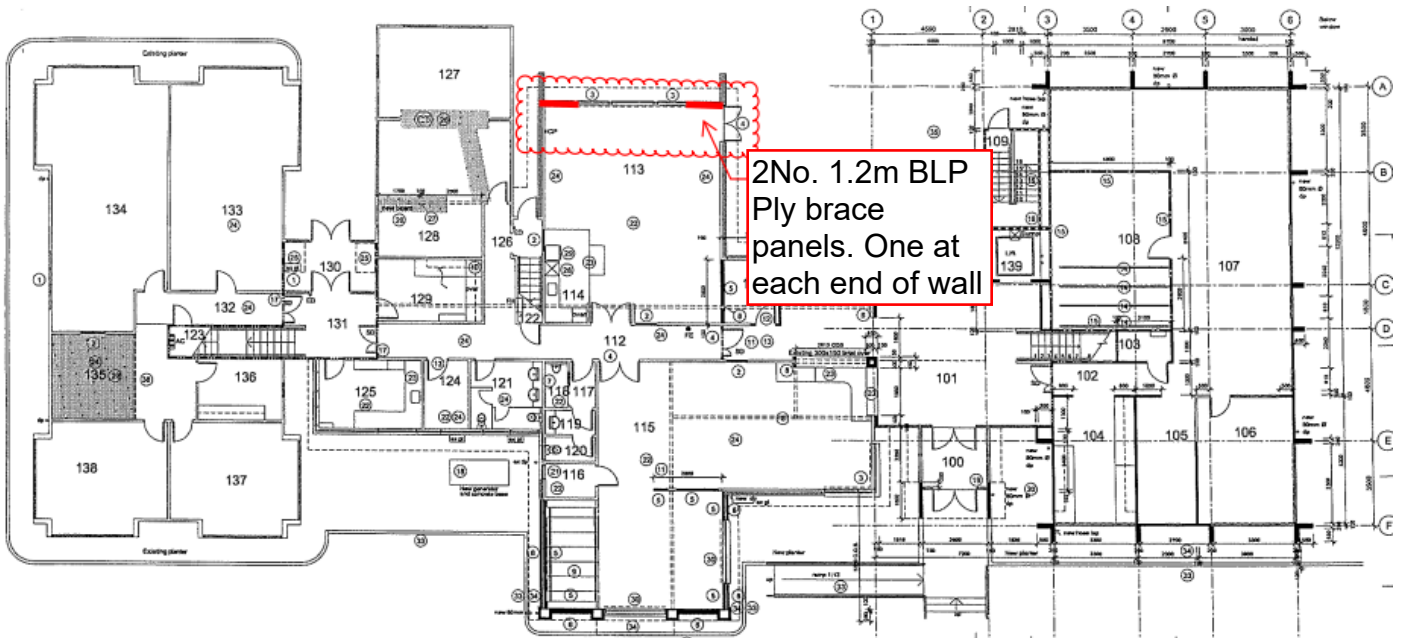


Figure 2: Building plan

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.

- 8.1 Confirmation of Confidential Minutes 11 May 2021
- 8.1.2 Confirmation of Confidential Minutes of Emergency Council Meeting 24 May 2021
- 8.2 Engineering Matters
- 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 7 of LGOIMA for the passing of this resolution. |
|-----------------|---|--|--|
| 8. | | | |
| 8.1 | Confirmation of Confidential Minutes 11 May 2021 | | Clause 7 subclause 2 (a) |
| 8.1.2 | Confirmation of Confidential Minutes of Emergency Council Meeting 24 May 2021 | | Clause 7 subclause 2 (a) |
| 8.2 | Engineering Matters | | Clause 7 subclause 2 (a) |
| 8.3 | Response to Presentation (if any) | | Clause 7 subclause 2 (a) |
| | In Committee Items to be Released Media | | Clause 7 subclause 2 (a) |

I also move that:

- Heather Mabin
- Randal Beal
- Hadley Mills
- Lynda Murchison
- Nichola Costley

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.

RESOURCE MANAGEMENT COMMITTEE

Resource Management Committee Meeting

(Te Huinga Tu)

A G E N D A

(Rarangi Take)

1. Welcome *(Haere mai)*
2. Apologies *(Nga Pa Pouri)*
3. Declarations of Interest
4. Public Forum, Petitions and Deputations *(He Huinga tuku korero)*
5. Confirmation of Minutes *(Whakau korero)* 11 May 2021
6. Chairman's Report
7. **Planning and Operations Group**
 - Planning and Resource Science Report
 - Removal from New Zealand Heritage List – Greymouth CBD Historic Area
 - Te Tai o Poutini Plan Update
8. **Consents and Compliance Group**
 - Consents Report
 - Compliance Report
 - Minister's Announcement - Whitebait
9. **General Business**

THE WEST COAST REGIONAL COUNCIL

MINUTES OF THE MEETING OF THE RESOURCE MANAGEMENT COMMITTEE HELD ON 11 MAY 2021, AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL, 388 MAIN SOUTH ROAD, GREYMOOUTH, COMMENCING AT 11.15 A.M.

PRESENT:

S. Challenger (Chairman), A. Birchfield, P. Ewen, D. Magner, B. Cummings, J. Hill, L. Coll McLaughlin, J. Douglas

IN ATTENDANCE:

H. Mabin (Acting Chief Executive), H. Mills (Planning, Science & Innovation Manager), J. Armstrong (TTPP Project Manager) via Zoom, R. Beal (Operations Director), N. Costley (Strategy & Communications Manager), T. Jellyman (Minutes Clerk), L. Sadler, The Media.

WELCOME

Cr Challenger opened the meeting with a karakia.

1. APOLOGIES

Moved (Magner / Birchfield) *That the apology from F. Tumahai be accepted.*

Carried

DECLARATION OF INTEREST

There were no declarations of interest.

PUBLIC FORUM, PETITIONS AND DEPUTATIONS

There was no public forum.

PRESENTATION

There was no presentation.

2. MINUTES

The Chairman asked the meeting if there were any changes to the minutes of the previous meeting.

Moved (Coll McLaughlin / Birchfield) *that the minutes of the previous Resource Management Committee meeting dated 13 April 2021, be confirmed as correct.*

Carried

Matters Arising

There were no matters arising.

3. CHAIRMAN'S REPORT

The Chairman reported that he has received phone calls from people in Franz Josef and Hokitika, including the Hokitika Seawall Alliance group, regarding the IRG projects and the Hokitika Seawall upgrade.

Moved (Magner / Cummings) *That the Chairman's verbal report is received.*

Carried

5. REPORTS

5.1 PLANNING AND OPERATIONS GROUP

5.1.1 PLANNING AND RESOURCE SCIENCE REPORT

H. Mills spoke to his report and offered to answer questions. L. Sadler joined the meeting for the purpose of providing additional information.

H. Mills reported that now that the Makaawhio appeal has been resolved, the proposed Land and Water Plan Change can now be made operative.

H. Mills updated the meeting on work with FMU's. He advised that the South Westland FMU is keen for a third session which is hoped to be held in late June. Recommendations will be finalised at this meeting.

H. Mills outlined Anticipated Documents to be notified for submissions.

He explained the Combined West Coast plan to the meeting and offered to answer questions.

H. Mills drew attention to the two internet links at the bottom of the Resource Science section of his report, with one for air quality at Reefton, and the second link is for flood alerts. He advised that going forward these links will be in his report each month, and if there is a breach in the NES air quality at Reefton, then a report will be done.

The Chairman thanked H. Mills for walking the meeting through the Gantt chart at the end of his report. The Chairman stated that there is a lot of work ahead. J. Douglas agreed with The Chairman, she stated that this will be an expensive and lengthy process, and Council needs to be ready for this.

Moved (Magner / Cummings)

That Council resolve to:

1. *Receive the report.*
2. *That Council agrees with the updated staff advice in Appendix 1 about which national documents to submit on.*
3. *Resend the Alliance letter dated 7 December 2020 to the Minister of Agriculture and the Minister for the Environment.*
4. *Prepare an additional letter outlining further changes sought to the National Environmental Standard for Freshwater 2020 that have come to light since 7 December 2020.*

Carried

5.1.2 TE TAI O POUTINI PLAN UPDATE

J. Armstrong spoke to her report. She advised that there is a link in her report to her Project Manager's report to the TTPP Committee.

J. Armstrong reported that the consultation document draft should be out to the community for the Te Tai o Poutini Plan at the end of January. She stated this should be signed off by the TTPP committee by December, feedback will then be sought and any changes required will then be made.

J. Armstrong advised that there is an itemised list of the topics under development in her Project Managers report.

J. Armstrong offered to answer questions. Cr Cummings asked J. Armstrong if land is being set aside for rubbish dumps in the TTPP, for each region. J. Armstrong responded that dumps specifically are not being looked at but rules around rural and industrial areas are being looked at by district councils to ascertain where they would like to put these type of facilities.

Moved (Coll McLaughlin / Hill) *That the report is received.*

Carried

5.2.1 CONSENTS MONTHLY REPORT

H. Mills spoke to this report in C. Helem's absence. He highlighted various consenting matters and site visits and offered to answer questions.

Cr Cummings asked if the type of demolition waste should be included in the resource consent application, as this is public information and people will want to know what this demolition waste contains. H. Mills agreed to follow up on Cr Cummings question.

Moved (Birchfield / Cummings) *That the April 2021 report of the Consents Group be received.*

Carried

5.2.2 COMPLIANCE & ENFORCEMENT MONTHLY REPORT

H. Mills spoke to this report in C. Helem's absence. He outlined compliance activity during the reporting period.

H. Mills advised that a decision is awaited on any enforcement action relating to the dumping of demolition material at Coal Creek.

Moved (Douglas / Birchfield)

1. *That the April 2021 report of the Compliance Group be received.*

2. *That the \$4,000 bond for RC07120 West Sand Limited is released.*

Carried

GENERAL BUSINESS

The meeting closed at 11. 57 a.m.

.....
Chairman

.....
Date

| | |
|--|----------------------------------|
| Report to: Resource Management Committee | Meeting Date: 8 June 2021 |
| Title of Item: Planning and Resource Science Report | |
| Report by: Lillie Sadler, Planning Team Leader | |
| Reviewed by: Hadley Mills, Planning, Science and Innovation Manager | |
| Public excluded? No | |

Report Purpose

To update the Committee on planning developments over the last month.

Draft Recommendations

It is recommended that Council resolve to:

1. Receive the report.

Issues and Discussion

Freshwater Implementation

Freshwater Management Unit (FMU) Groups' update

Hokitika: At meeting No 11 on 18 May, staff from the Lakes 380 project gave a presentation about their lake core sampling work, including sampling of 24 lakes on the West Coast. The Group briefly discussed the subdivision development at Lake Kaniere and the risk of on-site sewage effluent discharges to land affecting the Lake water quality. They then continued work on their recommendations.

Grey, Kawatiri and Hokitika: Following receipt of legal advice, the Grey, Kawatiri and Hokitika FMU Groups' Long-Term Visions need to be updated by the Groups.

Submission on phasing out fossil fuel use in heat process

Council's submission on the "*Consultation Document for Phasing out fossil fuel use in heat process*" was lodged on 20 May. A copy of the lodged submission accompanies this report.

Anticipated documents to be notified for submissions

A minor change is made to the Table in Appendix 1, to the timeframe for release of the exposure draft of the Natural and Built Environments Bill.

NPSFM provisions into Land and Water Plan under RMA s55

The National Policy Statement for Freshwater Management 2020 (NPSFM) requires one objective for fish passage and two policies for natural inland wetlands and rivers be added to regional plans without having to go through a public submission process under Schedule 1 of the Resource Management Act 1991 (RMA). These three provisions have been added to the Regional Land and Water Plan.

Section 55 of the RMA requires public notice to be given of the changes to the Plan within five working days from when the changes are made to the Plan. The public notice will go in the newspaper on 8 June 2021.

Resource Science

The following links show data visualisation for Reefton Winter air quality monitoring and hydrology flood

alarm levels. If any significant exceptions in the monitoring results occur, a separate report will be provided to the Resource Management Committee.

<https://www.wcrc.govt.nz/environment/air>

<https://www.wcrc.govt.nz/services/flood-monitoring>

Appendix 1: Anticipated documents to be notified for submissions in 2021

| Document | Main points | Approximate period of notification for submissions | Recommendation to submit or not |
|--|---|---|--|
| Exposure Draft - Natural and Built Environments Bill | <p>Purpose of the Bill is to enhance the quality of built and natural environments, for wellbeing of current and future generations, within environmental limits. Proposes outcomes, limits and targets, set in one plan for each region, prepared by local government and mana whenua.</p> <p>Exposure draft of the Bill will be developed for consideration by a select committee inquiry, except it will not be formally introduced into Parliament yet.</p> | <p>Exposure draft process expected to run from May/June – Sept <u>be circulated July-August 2021</u></p> | <p>Likely to make a submission, WCRC will need reasonable transitional provisions in the Bill to be able to get maximum benefit from current and upcoming plan reviews and changes prepared under the RMA.</p> |
| Proposed amendments to the National Environmental Standard for Sources of Human Drinking Water | <p>MfE is considering proposed amendments to the National Environmental Standard for Sources of Human Drinking Water to strengthen how risks to source waters are considered in RMA decision making. These amendments are intended to work in tandem with provisions in the Water Services Bill to provide a proactive and preventative approach for managing risks to drinking water sources.</p> | <p>Public consultation is anticipated in August-September 2021</p> | <p>Staff to advise nearer the time whether to submit or not.</p> |
| Future Local Government review | <p>An independent review of local government will explore how councils can maintain and improve the well-being of New Zealanders in the communities they serve, long into the future.</p> | <p>No document to be released for submissions at this stage but by 30 September 2021, a report will go to the Minister signalling the probable direction of the</p> | <p>To be advised in due course</p> |

| | | | |
|--|--|--|--|
| | | review and key next steps | |
| Natural and Built Environments Bill | | Late 2021, aiming for it to come into force late 2022 | Same as for the Exposure draft of the NBEA |
| Strategic Planning Bill | Provides for the development of long-term (30 yrs minimum) regional spatial strategies that integrate land-use planning, environmental regulation, infrastructure provision and climate change response. Mandates use of spatial planning. Requires central govt, local govt, and mana whenua to work together to prepare a strategy. | Bill likely to be Introduced to Parliament in late 2021 | Same as above |
| Managed Retreat & Climate Change Adaptation Bill | Will focus on the necessary steps to address effects of climate change and natural hazards. Will deal with complex legal and technical issues (e.g. liability and compensation) around managed retreat. | Consultation will likely occur in June and July 2021. Bill likely to be Introduced to Parliament in late 2021. | Same as above |
| Emissions Reduction Plan | Once the Commission has provided their final advice to the Government by 31 May 2021, Government will need to develop an emissions reduction plan by 31 December 2021 which sets out policies and strategies for meeting emissions budgets. | Likely to be the third quarter of 2021 | |
| National Adaptation Plan | Work on the National Adaptation Plan (NAP) is underway, and will need to be completed by August 2022. | To be confirmed | |

| | | | |
|--|--|--|--|
| | <p>The NAP will be an all of government strategy and action plan. The plan will guide action on climate change adaptation between 2022 and 2026 and will respond to and prepare for the risks in New Zealand's first climate change risk assessment.</p> | | |
|--|--|--|--|



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The West Coast, New Zealand
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www.wcr.govt.nz

19 May 2021

Cassidy McLean-House,
Ministry for the Environment,
PO Box 10362,
Wellington 6143

Dear Madam,

Submission on the “Phasing out fossil fuels in process heat: national direction on industrial greenhouse gas emissions” Consultation Document

Thank you for the opportunity to make a submission on the “Phasing out fossil fuels in process heat: national direction on industrial greenhouse gas emissions” Consultation Document.

Please find the West Coast Regional Council’s submission attached. This Council has several concerns about the Consultation Document and requests changes.

Our contact details for service are:

Lillie Sadler
Planning Team Leader
West Coast Regional Council
PO Box 66
Greymouth 7840

Phone: 021 190 6676
Email: ls@wcr.govt.nz

We would be grateful for acknowledgement of receipt of our submission.

Yours faithfully

Hadley Mills
Planning, Science and Innovation Manager

West Coast Regional Council Submission on Phasing Out Fossil Fuels in Process Heat

Introduction

The West Coast Regional Council (WCRC or Council) agrees with the intent to respond to climate change; but has several concerns about the approach proposed in the Consultation Document.

The real issue is how to supply the West Coast with affordable electricity.

Our key concerns with respect to the Consultation Document are as follows:

1. Inconsistency with the advice of He Pou a Rangi (the Climate Change Commission), by failing to recognise regional price and distribution disparities, and by failing to provide for a just transition and due process;
2. Some proposals go beyond the remit of legislative consistency;
3. Failure to consider the impacts on social, economic, and cultural well-being of local communities; and
4. Unrealistically tight timeframes leading to by-passing critical decision-making processes, such as social and economic impact analysis and integrated management.

About the Submitter

The West Coast region covers a vast area: it extends from Kahurangi Point in the north and as far south as Awarua Point, a distance of 600 kilometres. It is also a region of minimal industrial greenhouse gas (GHG) emitters. It has a low population and is predominantly rural. 84% of land area is in the Conservation Estate.

The Regional Council also works closely with the regions' three territorial authorities (these being Buller District Council, Grey District Council and Westland District Council). Outside of the main towns of Westport, Greymouth and Hokitika, the region's population is spread across smaller settlements and rural communities. It is important that resource decisions also consider their respective social, economic, and cultural interests.

Poutini Ngāi Tahu are the tangata whenua of Te Tai o Poutini (the West Coast). And our Mana Whakahono ā Rohe (Resource Management Act - Iwi Participation Arrangement) captures the intent of the Council and Poutini Ngāi Tahu to progress their relationship in accordance with the Treaty of Waitangi partnership between iwi and the Crown.

The WCRC supports an extensive just transition

The Council recognises the importance of the issues at hand. We have several concerns, and changes are required if the purpose and principles of the RMA, and RMA Reforms, are to be achieved.

Key Issues Raised by this Submission

1. Just transition and Due Process

We are concerned about inconsistencies between the Consultation Document and advice given by the Climate Change Commission in January 2021. According to the Climate Change Commission, “Priority areas for action include increasing the number of electric vehicles on our roads, increasing our total renewable energy, improving farm practices and planting more native trees to provide a long term carbon sink...”¹

Whereas the Consultation Document takes as its starting point that “one of the biggest opportunities to reduce Co2 emissions in Aotearoa is through the decarbonisation of process heat”. The position stated in the Consultation Document thereby contradicts the position of the Climate Change Commission.

Further, the Consultation Document gives no consideration to ‘priority areas for action’, such as, reducing the largest sources of Co2 emissions; or halting imports of products produced by process heat. (As to the largest emissions sources, New Zealand claims that more than 70% of GHG emissions come from other sectors: 47.8% are reported to come from agriculture, and 21.1% from transport).² Hence, the Climate Change Commission’s focus on these areas as “priority areas for action”.

8.1% of New Zealand’s GHG emissions are reported to come from manufacturing industries and construction, of which coal-fired boilers are but a part.³ The actual numbers related to process heat have not been disclosed and New Zealand’s estimate of mitigation impact in 2020 (kt Co2 eq) were “not estimated” in its 2020 international reporting.⁴ Similarly, in its Consultation Document, the Ministry for the Environment (MfE) provides that “process heat currently contributes about 8% of New Zealand’s total greenhouse gas emissions,” and process heat “includes combustion of fuels such as coal and gas for electricity generation and industrial heat; fugitive emissions, for example, from gas production and geothermal fields; and industrial processes”. But then the Consultation Document alludes to excluding 39 percent of process heat requirements covered by high temperature plants (>300°C) and proposes to target “48 percent of total heat process emissions covered by low and medium temperature plants”. By taking its GHG emission reductions target from 8% to 3.8%, the GHG emission reduction target is in effect halved.

This analysis supports our point that disproportionately targeting coal-fired boilers right now does not therefore present a “significant” national opportunity for GHG emission reductions.

Consistent with direction taken by the Climate Change Commission, analysis may also be done with respect to emissions budgets.

¹ He Pou a Rangī; Climate Change Commission: 2021 Draft Advice for Consultation; 31 January 2021; page 11.

² GHG emission data: New Zealand’s 2020 annual submission, version 1 to the UNFCCC, FCCC/TRR.4/NZL.

³ Ibid.

⁴ Ibid.

With respect to GHG emission budgets, the MfE states in its Consultation Document that “the Ministry for the Environment’s preliminary modelling suggests that the emissions of industries covered by the proposals will reduce by 2.1 to 2.7 mega tonnes (MT) CO₂-e by 2037, with emissions reductions attributable to the proposal estimated to be between 0.5 and 0.8 MT [500-800 kt CO₂-eq], and the NZ ETS driving 0.3 to 0.4MT (assuming \$35/t)” [underlining for emphasis]. Whereas, last year (2020) New Zealand reported its most recent Total GHG emissions (kt CO₂-eq), those for 2018 excluding LULUCF, as 78,862.29 (kt CO₂-eq).⁵ This represents a 0.634% GHG emissions reduction target.

This analysis reinforces our point that disproportionately targeting coal-fired boilers right now does not present a “significant” national opportunity for GHG emission reductions.

Further, using vast resources at national, regional, and local levels to chase a 0.634% GHG emissions reduction target that will have a disproportionate effect on the West Coast, on the basis that it is the “priority national target” must surely be questioned.

As the Climate Change Commission advised in January 2021, “The speed of this transition needs to be steady – fast enough to make a difference and build momentum but considered, with room to support people through the change. An equitable transition means making sure the benefits of climate action are shared across society, and that the costs of the climate transition do not fall unfairly on certain groups or people.”⁶

How this proposal to phase out fossil fuels in process heat relates to us is that we would have to decarbonise industry, schools, hospitals, and our recreation centres. In our view, such a response is disproportionate. It also fails to tackle the real issue. The real issue is how to supply New Zealand, including the West Coast, with affordable electricity.

Electricity costs are already disproportionately high on the West Coast and in the absence of any evidence of a ‘just transition’ this proposal will simply increase disparities. The Climate Change Commission reports that, “Household’s electricity bills vary from region to region, and even within regions. Different areas already face varying electricity prices. This reflects the cost of not only generating electricity, but also of transmitting and distributing it. Communities further away from where electricity is generated often pay higher electricity prices. For example, electricity pricing surveys show that households in Kerikeri and the West Coast pay more for electricity than the national average. There can be as much as a 50% variation between regions. Average household electricity demand varies across Aotearoa and depends on climatic conditions, personal choice about heating levels for example, and whether the household uses gas, electricity, or wood to heat their homes. For example, the average household electricity consumption is twice as much in Queenstown as in Westport.”⁷

An extensive transition period is required if there is to be a just transition to renewable energy on the West Coast. Out of 20 air discharge permits reviewed for boilers or incinerators on the West Coast, expiry dates run from 2022 to 2056 (14 have an expiry date of 2030 or later). These consent holders have a “legitimate expectation” that they will be able to continue to operate under the terms of their consent for the next 10-30 years without altering their operating procedures or changing technology or fuels.

⁵ GHG emission data: New Zealand’s 2020 annual submission, version 1 to the UNFCCC, FCCC/TRR.4/NZL; page 6.

⁶ He Pou a Rangī; Climate Change Commission: 2021 Draft Advice for Consultation; 31 January 2021; page 11.

⁷ He Pou a Rangī; Climate Change Commission: 2021 Draft Advice for Consultation; 31 January 2021; page 82-83.

The Consultation Document also states that “coal generation at the Huntly power station” will be “excluded from the current scope of national direction”. If proceeding, the West Coast requests a similar carve out consistent with fair and due process.

Another issue to think about in this regard is regional neutrality whereby the national mitigation plan, which would inform a NPS, which would in turn inform a NES, considers GHG emissions vis a vis sinks, such as those for LULUCF (Land Use Change and Forestry). Integrating wetland sinks into the ETS is also important.

Taking all the above into consideration, the WCRC’s preferred option is for a National Mitigation Plan on the same level as a National Adaptation Plan with supporting guidelines on giving effect to the RMA Amendment 2020; that commitments made to an extensive transition period where livelihoods and well-being are at stake are honoured; and that support is provided for consequential impacts on social, economic, and cultural well-being.

Recommendation 1

Tackle the biggest opportunities to reduce Co2 emissions and do this through a just transition and due process incorporated within an integrated National Mitigation and National Adaptation plan.

Recommendation 2

Consistent with sustainable management, and an equitable, inclusive, and well-planned climate transition, is that energy sources, such as cheap biomass, affordable hydro-electric power generation and potentially using degraded areas of the DOC estate for energy farms, should be developed on the West Coast as a matter of priority.

2. Legislative Consistency (Kaupapa, 1st principles, policies and measures govern rules – not the other way around)

It would seem to the logical planner that a comprehensive plan for electricity supply, including national mitigation and adaptation plans, and PaM (Policies and Measures) are required before even thinking about a NPS and NES.

In our view, this approach would be consistent with the planning hierarchy set out by the Supreme Court in *King Salmon*.

How, for instance, does this entire consultation fit with the proposed public consultation on a “whole Emissions Reduction Plan (ERP)” scheduled for late 2021? Shouldn’t putting a line under coal fired boilers also be part of a “whole ERP”?

Moreover, there is already a NES for Air Quality (NESAQ) which sets standards for different types of contaminants discharged to air, and needs to be implemented anyway. The NESAQ is being amended to restrict the use of coal in domestic home heating burners. Consent staff refer to the NESAQ when processing a consent for a discharge to air. To be consistent with the RMA as amended in 2020, it would make sense for Councils to consider discharges to air of GHG emissions and climate change mitigation in planning and consenting decisions.

The WCRC was advised by MfE on 6 May 2021 that the Ministry is working on updating the NESAQ and has no target release date as yet as it is waiting for international guidelines. Similarly, we consider it premature to be drafting a NES for emissions to air for process heat.

Alternatively, and as an interim measure, MfE could help in the administration of the RMA Amendment 2020 by providing supporting guidelines that give effect to this “conditional”, i.e., non-mandatory, requirement. Suggesting objectives and policies to guide decision making would be a useful first step.

In this way, the Governments’ undertaking of a comprehensive review of the resource management system will provide opportunities for reducing emissions in an integrated way consistent with National Adaptation Planning.

Recommendation 3

Correct the Consultation Document to ensure policy and legislative consistency.

3. Need to see policy around social, economic, and cultural impact

The policy objectives of our proposal to support social, economic, and cultural impacts are consistent with the purpose of the RMA, which goes beyond the truncated definition in the Consultation Document to incorporate Part 2 of the RMA in its entirety. Section 5 of the RMA, for instance, is misquoted in the Consultation Document. Section 5 of the RMA provides:

“ 5 Purpose

- (1) *The purpose of this Act is to promote the sustainable management of natural and physical resources.*
- (2) *In this Act, sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—*
 - (a) *sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
 - (b) *safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
 - (c) *avoiding, remedying, or mitigating any adverse effects of activities on the environment.”*

In the view of the WCRC therefore, any policy shift must provide mechanisms for people and communities to provide for their social, economic, and cultural well-being and for their health and safety.

There is a need to see policy around social and economic impact before options can be properly evaluated; and alternative options must be found.

This option supports the development of non-statutory guidance on how to assess resource consent and plan change applications involving direct and indirect GHG emissions under the RMA in due consideration of a just transition. Guidance on the ‘best practicable’ option in consideration of a holistic view of Part 2 of the RMA (until the RMA is reformed) would be helpful.

Recommendation 4

Provide policy around social, economic, and cultural impacts and social, economic, and cultural support mechanisms.

4. Grave concern about the tight turnaround

MfE has said it intends to implement decisions on regulating process heat by the end of the year; and that a NES would take immediate effect.

Added to this is the extensive and disparate environmental reform process going on in parallel, i.e., a new NPS for freshwater management; an imminent NPS for indigenous biodiversity; three waters reforms; a new NES for Drinking Water; local government reform; RMA reform; a Select Committee inquiry on an exposure draft of the NBA (Natural & Built Environments Act), public consultation on the Managed Retreat and Climate Change Adaptation Bill (at the end of 2021); public consultation on a “whole Emissions Reduction Plan (ERP)” in late 2021, and so on.

In our experience, this amount of national policy change is impossible to keep abreast of and integrate, particularly for a small planning team (from a capability and capacity point of view). It also appears that there simply are not enough appropriately qualified policy planners in New Zealand to implement the above-mentioned changes in a quality manner.

The WCRC urges a far more considered approach that incorporates a fair and just transition; and considers and supports social, economic, and cultural well-being.

Recommendation 5

Develop an integrated framework for environmental policy and law and set realistic timeframes by which to achieve it.

Summary List of Recommendations

1. Provide for an extensive just transition.
2. Consistent with sustainable management, and an equitable, inclusive, and well-planned climate transition, is that energy sources, such as cheap biomass, affordable hydro-electric power generation and potentially using degraded areas of the DOC estate for energy farms, should be developed on the West Coast as a matter of priority.
3. Correct the Consultation Document to ensure policy and legislative consistency.
4. Leave no one behind. Provide policy around social, economic, and cultural impacts and social, economic, and cultural support mechanisms.
5. Develop an integrated framework for environmental policy and law and set realistic timeframes by which to achieve it. Akin to the Climate Change Commission, and ascertaining a hierarchy of legal obligations, we recommend a first principles (kaupapa) approach centred on developing and balancing national mitigation and national adaptation plans and policy before moving to a rules-based regulatory system.

This ends our submission.

| | |
|--|----------------------------------|
| Report to: Council | Meeting Date: 9 June 2021 |
| Title of Item: Removal from New Zealand Heritage List – Greymouth CBD Historic Area | |
| Report by: Heather Mabin, Acting Chief Executive | |
| Reviewed by: | |
| Public excluded? No | |

Report Purpose

The purpose of this paper is to table to Council a copy of correspondence received from Heritage New Zealand Pouhere Taonga.

Draft Recommendations

It is recommended that Council resolve to:

Note the paper.

Attachments

Attachment 1: Letter on *Removal of New Zealand List entry for Greymouth CBD Historic Area (List No. 7052*, from Fiona Wykes, dated 26 May 2021.



26 May 2021

File ref: 12023-054

Vin Smith
Chief Executive
West Coast Regional Council
P.O. Box 66
GREYMOUTH 7840

Kia ora Vin

We've removed the New Zealand Heritage List entry for Greymouth CBD Historic Area (List No. 7052)

Since we were last in contact with you, our Board has reviewed the entry of the Greymouth CBD historic area (List no. 7052) on the New Zealand Heritage List/Rārangi Kōrero ('the List'). After carefully considering the review report and all the submissions we received, the Board has decided to remove this List entry. This is because four of the seven buildings that originally made up the historic area have been demolished.

We've enclosed a printout confirming the removal of the List entry for your information.

We'll place a public notice about the Board's decision in the *Greymouth Star* on 5 June 2021 and on our website, www.heritage.org.nz.

Contact us for more information

If you have any questions about our decision, please contact Robyn Burgess, Senior Heritage Assessment Advisor, at 03 3631890 or email rburgess@heritage.org.nz

Ngā mihi

Fiona Wykes
Area Manager (Canterbury/West Coast)

*Attachments: List Entry Record
cc. Manager Heritage Listing, Heritage New Zealand*

List Entry Record

List Number: 7052

Site Reference: P6884



HERITAGE NEW ZEALAND
POUHERE TAONGA

Name: Greymouth CBD Historic Area

Other Names:

| Name | Year From | Year To |
|-------------------------------------|-----------|---------|
| Greymouth Central Business District | | |

Location: 13 Guinness Street, Tainui Street and Mackay Street, Greymouth 7805

List Entry Legal Description:

Local Authority: Grey District

Summary: The Greymouth CBD Historic Area was specifically made up of seven historic buildings that illustrated a range of architectural styles popular from the turn of the century up to World War Two, having considerable streetscape appeal and representative of early twentieth century government agencies and hotel premises erected in small New Zealand towns.

Each of the seven buildings that were identified as making up the Greymouth CBD Historic Area were also individually listed and were as follows:

1. New Zealand Post Building (formerly List No. 5015, List entry now removed)
2. Courthouse (List No. 5016, Category 1 historic place)
3. Carruthers, Wetherall and K S Jeffrey Building (List. No. 5059, now 'Commercial Building', Category 2 historic place)
4. Revingtons Hotel (formerly List No. 5060, List entry now removed)
5. Waitaki (sic) House (formerly List No. 5061, List entry now removed). [Correct spelling should have been Waitaiki House].
6. Public Trust Building (formerly List No. 5063, List entry now removed)
7. Hannah's Building (List No. 5062, Category 2 historic place)

Around the time that the Greymouth CBD Historic Area was reassessed and confirmed as a historic area in early 1995, both the New Zealand Post Building and Public Trust Building were demolished.

In 2020 Revingtons Hotel and Waitaiki House were also demolished.

The Greymouth CBD Historic Area was first registered under the Historic Places Act 1980 on 21 September 1989 (HP 331/1989). It was reassessed under the Historic Places Act 1993 and registration confirmed as a historic area on 3 March 1995 (BD1995/3/35). The following text is from the original Recommendation for Registration considered by the NZHPT Board at the time of registration.

Greymouth established its first Borough Council on July 16, 1868 and is now the main centre and largest city on the West Coast. Westland, including the large Maori settlement of Mawhera, had been purchased by the Government in 1865 and the town of Greymouth was laid out by pioneering surveyor John Rochfort. A large area of the land was retained as Maori Reserve. The town was named after the then Governor of New Zealand, Sir George Grey.

Population numbers grew very fast in Greymouth's early goldrush years and by the turn of the century it was a thriving coastal town with major coal, gold and timber industries. The earliest commercial sites were along the river frontage, (now known as Mawhera Quay) branching out into Tainui and Guinness Streets which, today, are the town's main thoroughfares. The first wharf was constructed in 1867 but it was not until 1885 that a sea wall was built to control the problem of severe flooding in the town.

The commercial heart of Greymouth has always been centred in the Tainui/Guinness Street area. The Post Office is located on the original site of the first hospital (nb. Guinness St was formerly known as Hospital St) and Revington's Hotel is said to be on the site of a store owned by Rueben Waite,

List Entry Record

List Number: 7052

Site Reference: P6884



HERITAGE NEW ZEALAND
POUHERE TAONGA

one of the town's first settlers.

List Entry Status: List Entry Removed

List Entry Type: Historic Area

List Number: 7052

Date Entered: 03 March 1995

Extent of List Entry: Area comprises NZ Post Building, Courthouse, Wetherall & K. S. Jeffreys Building in Guinness Street; Revington's Building, Waitaki House, Public Trust Building in Tainui Street; Hannah's Building corner Tainui and Guinness Street, Greymouth.

Chattels

District Plan Listing: District Plan NOT FOUND in the Grey District Plan Operative March 2005

Maori Interest: No Significant Association Identified

Heritage NZ Office: Canterbury/West Coast Office

| Area Listings: | List Number | List Entry Type | Site Ref | Name |
|----------------|-------------|---------------------------|----------|--|
| | 5059 | Historic Place Category 2 | P4030 | Commercial Building |
| | 5060 | Historic Place Category 2 | P4031 | Revingtons Hotel |
| | 5061 | Historic Place Category 2 | P4032 | Waitaiki House |
| | 5062 | Historic Place Category 2 | P4033 | Hannahs Building |
| | 5063 | Historic Place Category 2 | P4034 | Public Trust Building |
| | 5015 | Historic Place Category 1 | P4955 | New Zealand Post Building [demolished] |
| | 5016 | Historic Place Category 1 | P4956 | Courthouse (Former) |

Other Information: A copy of the original report is available from the NZHPT Southern region office.
Please note that entry on the New Zealand Heritage List/Rarangi Korero identifies only the heritage values of the property concerned, and should not be construed as advice on the state of the property, or as a comment of its soundness or safety, including in regard to earthquake risk, safety in the event of fire, or insanitary conditions.

General Nature of Wahi Tapu:

| | | |
|--|---------------|---------------|
| Section 66(1) & 66(3) Assessment: | Section 23(1) | Architectural |
| | Section 23(1) | Historical |
| | Section 23(1) | Social |
| | Section 23(1) | Aesthetic |

Section 66(1) Detail:

List Entry Record

List Number: 7052

Site Reference: P6884



HERITAGE NEW ZEALAND
POUHERE TAONGA

Historical Significance or Value

This historic place was registered under the Historic Places Act 1993. The following text is from the original Recommendation for Registration considered by the NZHPT Board at the time of registration.

All the buildings in this commercial area reflect the state of development attained by Greymouth by the early twentieth Century and the regional importance of the West Coast at that time. Tainui and Guinness Streets have been at the town's centre since the 1860's and still serve as a main thoroughfare.

This historic place was registered under the Historic Places Act 1993. The following text is from the original Recommendation for Registration considered by the NZHPT Board at the time of registration.

Architectural:

These buildings illustrate a range of architectural styles popular from the turn of the century up to WWII. Of particular merit are the Post Office, the Courthouse and (probably) the Public Trust buildings designed by New Zealand's first Government Architect (1909-22), John Campbell. It is interesting to compare the Edwardian Baroque design Post Office (1903) to his later design of the Courthouse (1911) which is a considerably more restrained version of the same style.

Aesthetic:

Together, the buildings in Tainui and Guinness St area have considerable streetscape appeal being of similar age, size and scale. The three government buildings were designed by the same architect and therefore have group significance.

Greymouth's central business area with its variety of architectural styles is a significant piece of townscape reflecting the town's development. The area has particular historical significance with some of the sites dating back to the goldrush years of the 1860's.

This historic place was registered under the Historic Places Act 1993. The following text is from the original Recommendation for Registration considered by the NZHPT Board at the time of registration.

Social:

The selected buildings within this area are representative of early twentieth Century government agencies and commercial and hotel premises erected in small New Zealand towns.

Section 66(3) Detail:

The investigation into this area has indicated that there is insufficient evidence to support entry on the New Zealand Heritage List/Rārangi Kōrero ('the List') as a historic area.

The three surviving places are already entered as individual historic places on the List. While two of the other buildings (not previously individually identified) within the extent have some streetscape value, four key buildings on Tainui Street that made up the historic area have been demolished.

For this reason, it is proposed that the Greymouth CBD Historic Area is removed from the List.

Conclusion of Review

Statement of Wahi Tapu:

| | |
|---|----------------------------------|
| Report to: Resource Management Committee | Meeting Date: 9 June 2021 |
| Title of Item: Te Tai o Poutini Plan Update | |
| Report by: Jo Armstrong, Project Manager | |
| Reviewed by: Heather Mabin, Acting Chief Executive Officer | |
| Public excluded? No | |

Report Purpose

Update the Resource Management Committee (RMC) on matters relating to the Te Tai o Poutini Plan Joint Committee.

Report Summary

Accelerating delivery of Te Tai o Poutini Plan is keeping the Planning team busy writing Plan content and updating communication and consultation strategies to meet the new timeline.

Draft Recommendations

It is recommended that the Resource Management Committee resolve to: Note the report.

Issues and Discussion

Te Tai o Poutini Plan (TTPP) planning team is working with the Technical Advisory Team, consisting of a senior planner from each of the four councils and Ngāi Tahu, to develop and advise the TTPP Committee on all provisions for the Plan.

Following a query from Councillor Ewen at the May RMC meeting, the Technical Advisory Team discussed the issue of identification of dump sites for inclusion in TTPP at their 26 May meeting. It was decided that TTPP would provide for dumps in the rural zone. They will be a restricted discretionary activity for councils, and discretionary for others. Cleanfill sites are generally permitted activities under the earthworks provisions.

Three issues that will impact private land holdings were debated at the TTPP Committee meeting on 25 May – Natural Hazards, Significant Natural Areas and Outstanding Natural Landscapes, Features and Character. Expert researchers are being contracted to work on these topics. Committee members raised concerns about the impact of TTPP rules on individuals. The planning team are developing options to try to minimise impacts, but still pass judicial review.

The accelerated delivery schedule for TTPP is:

- 31 January 2022 - Draft TTPP to go out for community consultation
- 31 July 2022 - Proposed Plan to be notified and the formal Schedule 1 submissions process to commence.

Information about the TTPP process can be found in the April monthly project report at: <https://tppp.nz/wp-content/uploads/2021/05/TTPP-Monthly-Report-30-April-2021.pdf>

The report updates planning team activities and includes an indicative timeline for plan development under fast tracked Plan delivery.

| | |
|--|----------------------------------|
| Report to: RMC Committee | Meeting Date: 9 June 2021 |
| Title of Item: Consents Monthly Report | |
| Report by: Leah Templeman, Consents & Compliance Business Support Officer | |
| Reviewed by: Lynda Murchison | |
| Public excluded? No | |

Purpose

For the Resource Management Committee to be kept informed of activities in the Consents department, and to provide an update on current matters.

Summary

This is the Consents report for May 2021 activities.

RECOMMENDATION

That the June 2021 report of the Consents Group be received.

Site Visits

Six Consents Sites Visit were undertaken 1 May 2021 to 31 May 2021

| | | |
|------------|---|--|
| 27/04/2021 | RC-2021-0022 Ross Daniel Moore Discharge of contaminated soil to landfill from Ravensdown | Attended a community meeting in Reefton to detail how the consents process works and the processing to date on this application. |
| 06/05/2021 | Pre-application site visit, Cobden | Attended a pre-application meeting on site with the potential applicant and their consultant to discuss the potential consenting pathway for potentially diverting and or enclosing a waterway/stormwater flow path. |
| 12/05/2021 | Pre-application meeting with landowner at Taipo | Met in the DoC offices in Hokitika with person who wishes to potentially goldmine land at Taipo. He discussed his plans with Doc staff, Rachel Clark and Chris Barnes to determine if it was worth him pursuing the application and land purchase. |
| 14/05/2021 | RC13131-V1 WCRC, Extension to Hokitika Seawall | Attended a meeting with operations staff at Westland District Council with members of the Hokitika Coastal Protection Society to discuss ways forward with potential consenting of works to extend the Hokitika seawall. |
| 19/05/2021 | RC-2021-0052 Fitzherbert Investments Ltd, Hokitika | Visited site with applicant and Compliance Officer Emma Carrad to view potential new site for goldmining, the layout of the land and creek to be diverted and location of nearest neighbours and potential for them to be affected parties. |

| | | |
|------------|---|--|
| 20/05/2021 | RC-2021-0060 Charleston to Westport Coastal Trial Trust Tauranga Bay | Met with applicant on site and drove around the new application area to ascertain any potential effects. |
|------------|---|--|

Non-notified Resource Consents Granted

Six non-notified resource consent applications were granted 01 May 2021 to 31 May 2021

| | |
|---|---|
| RC-2021-0007 Grey District Council Moonlight Creek | <p>To undertake earthworks and vegetation clearance including in the riparian margin for the purpose of constructing a new bridge.</p> <p>To disturb the bed and banks of Moonlight Creek including vegetation removal and scour protection works associated with the removal of the old bridge and the construction of a new bridge.</p> <p>To disturb the dry bed of the creek for the purpose of extracting gravel.</p> <p>To temporarily divert the water while constructing the new road bridge at Moonlight Creek.</p> <p>To temporarily discharge contaminants (sediment) to land and where it may enter water during the construction of the new bridge.</p> <p>To undertake earthworks and vegetation clearance including in the riparian margin for the purpose of constructing a new bridge.</p> |
| RC-2021-0008 Grey District Council Rough River, Atarau Road | <p>To disturb the bed and banks of Rough River including vegetation removal and scour protection works associated with the removal of the old bridge and the construction of a new bridge.</p> <p>To disturb the dry bed of the river for the purpose of extracting gravel.</p> <p>To temporarily divert the water while constructing the new road bridge at Rough River.</p> <p>To temporarily discharge contaminants (sediment) to land and where it may enter water during the construction of the new bridge.</p> |
| RC-2020-0140 Value Protein Limited Heaphy Road, Haupiri | <p>To discharge contaminants (product of combustion) to air from a waste oil fired boiler, Haupiri.</p> |
| RC-2021-0051 Martin Nolan Upper-Kokatahi Road | <p>To discharge treated onsite sewage wastewater from a dwelling to land in circumstances where it may enter water, Lot 1 DP 437749.</p> |

| | |
|--|---|
| RC-2021-0012 WHG Punakaiki Resort Limited | To disturb the Coastal Marine Area (CMA) at Punakaiki for the purpose of sand/shingle/stone extraction. |
| Okarito- Coastal Marine Area | To deposit sand/shingle/stone within 50 metres of the CMA. |
| RC-2021-0048 Arnold Kelly Maruia River | To disturb the dry bed of the Maruia River for the purpose of extracting gravel. |

Changes to Consent Conditions

Six applications to change consent conditions were granted in the period 01 May 2021 to 31 May 2021

| | |
|--|--|
| RC-2018-0092-V3 Elect Mining Limited Chesterfield Road, Waimea | A change to increase the disturbed area, mine an extended area and amend the working hours. |
| RC13131-V1 West Coast Regional Council Hokitika | A change to allow for the triggered extension of the seawall by increasing the length and annexure to reflect the full extent of the wall. |
| RC-2016-0014-V1 & RC09019-V1 Kagal Farm Ltd Karamea | To change the number of cows from 360 to 500 cows. |
| RC-2018-0102-V1 Buller District Council Hector | To change the end design and location of the seawall. |
| RC-2016-0115-V1 New Zealand Transport Agency Buller River | To vary the rock wall structure. |

No Limited Notified and no Notified Resource Consent were Granted 01 May 2021 to 31 May 2021

| | |
|---|----------------------------------|
| Report to: RMC Committee | Meeting Date: 9 June 2021 |
| Title of Item: Compliance and Enforcement Monthly Report | |
| Report by: Chris Barnes Senior Compliance Officer | |
| Reviewed by: Lynda Murchison | |
| Public excluded: No | |

Purpose

For the Resource Management Committee to be kept informed of activities in the Compliance and Enforcement department, and to provide an update on current matters.

Summary

This is the Compliance and Enforcement report for May 2021 activities.

RECOMMENDATIONS

1. That the June 2021 report of the Compliance Group be received.

Site Visits

A total of 66 site visits were undertaken during the reporting period, which consisted of:

| Activity | Number of Visits |
|----------------------------------|------------------|
| Resource consent monitoring | 14 |
| Mining compliance & bond release | 25 |
| Complaints | 11 |
| Dairy farm | 16 |

This report covers the period of 29 April 2021 to 27 May 2021.

- A total of 15 complaints and incidents were recorded.

Non-Compliances

Note: These are the activities that have been assessed as non-compliant during the reporting period.

A total of eight non-compliances occurred during the reporting period.

| Activity | Description | Location | Action/Outcome | INC/Comp |
|-----------------------------|--|-----------|---|----------|
| Waste Water Treatment Plant | Self-notification regarding the discharge of partially treated waste water. An electrical fault occurred with the electronic control systems which affected the two high flow pumps that pump partially treated waste water from the Preston Road site to the Johnston Street site. Waste water overflowed and discharged into the lagoon adjacent to Sawyers Creek. | Greymouth | The incident is still under investigation, awaiting a report on how and why the electrical fault occurred and what mitigation steps will be put in place. | Incident |

| Activity | Description | Location | Action/Outcome | INC/Comp |
|--------------------------------|--|-------------|---|-----------|
| Dairy Farming | Compliance site visit found stock have been crossing through a waterbody within the Lake Brunner Catchment. This is a breach of a national regulation. | Rotomanu | A letter of direction has been sent requiring the farmer to address the non-compliance. | Incident |
| Dumping of demolition material | A further complaint received regarding the disposal of non-consented material from the demolition of the old Grey Base Hospital being stockpiled onsite. | Taylorville | The site is non-compliant and under investigation. | Complaint |
| Dairy Farming | Compliance site visit found stock have been crossing through three waterbodies within the Lake Brunner Catchment area. This is a breach of a national regulation. | Rotomanu | A letter of direction has been sent requiring the farmer to address the non-compliance. | Incident |
| Dairy Farming | Compliance site visit found that a dairy effluent pond was overflowing and discharging untreated effluent to land. This is a breach of a resource consent condition and a regional rule. | Rotomanu | Abatement notice and formal warning issued but no infringement notice due to minor nature of the environmental effects and the farmer's quick and comprehensive actions to address the issue. | Incident |
| Mining | Self-notification to the council of a high turbidity reading. This was picked up in routine monitoring and rectified. | Atarau | Investigations are still ongoing. | Incident |
| Mining | Complaint received regarding a discharge of sediment laden water from a mining operation. | New River | The site was investigated, and it was found that the discharge was minor. The miner rectified the situation at the time of the visit. | Complaint |
| Dumping of materials | Complaint received that non cleanfill material has been disposed of onto a section. | Karoro | The site has been investigated and established that some non cleanfill materials had been dumped on site. Enquiries are ongoing. | Complaint |

Other Complaints/Incidents

Note: These are the other complaints/incidents assessed during the reporting period whereby the activity was found to be compliant, or non-compliance is not yet established at the time of reporting.

| Activity | Description | Location | Action/Outcome | INC/Comp |
|---------------------------------|---|---------------------------|---|-----------|
| Earthworks | Complaint received that a property owner has carried out earthworks on their property which may be causing flooding and impacting on an access track. | Lower Waitangitaona River | The site was visited and there was no breach of the regional rules. | Complaint |
| Dead Stock | Complaint received alerting the council to a dead cow near the mouth of Mahinapua Creek where it enters the Hokitika River | Hokitika | Compliance officers visited the site and found that where the cow is located there was no access to the river bed for an excavator to dispose of the carcass. | Complaint |
| Works within the bed of a river | Complaint regarding a firewood operation being carried out near the Turnbull River. The complainant alleged that the operator has been dragging logs down a tributary that flows into the Turnbull. | Turnbull, Haast | The site has been investigated and established that logs have not been dragged or carted down the tributary. An old road beside the tributary had been washed out and spread gravel along the creek area. | Complaint |
| Gravel Extraction | Complaint received that gravel was being extracted from near the bank of the river. | Canoe Creek | The site was investigated and found that no breach of the regional rules had taken place. Council staff spoke with the operator onsite. | Complaint |
| Earthworks | Complaint received that a property owner has carried out unauthorised earthworks. | Kaniere | The site was visited, and it was found that the earthworks were compliant. | Complaint |
| Cleanfill operation | Complaint received regarding waste material being discharged to land. | Houhou | The site was investigated and established that the operator was compliant. | Complaint |
| Potential mining discharge | Complaint received that a mining operation's settling ponds were at risk of breaching and may release a large amount of sediment to the nearby creek | Houhou | The site was investigated, and it was found that there was no issue with the settling pond system. | Complaint |

Update on Previously Reported Ongoing Complaints/Incidents

| Activity | Description | Location | Action/Outcome | INC/Comp |
|--------------------------------|---|------------|---|-----------|
| Dumping of demolition material | Complaint received that the demolition material removed from the old Grey Base hospital contained materials not authorised by the resource consent when it was dumped at the disposal site. | Coal Creek | The consent holder has been issued with an infringement notice for the discharge of unconsented materials and a second infringement notice for breaching the abatement notice. The contractor has also been issued an infringement notice for the discharge of unconsented materials. Monitoring is on-going as the contractor has yet to remove all unconsented materials. | Complaint |
| Dairy Farming (April Report) | Complaint received that dairy cows were accessing Puzzle Creek which is within the Lake Brunner Catchment. | Rotomanu | The complaint was investigated and established that approx 30 dairy cows had free access to Puzzle Creek. <u>Update</u> An infringement notice has now been issued. | Complaint |

Formal Enforcement Action

Formal Warning: There was one formal warning issued during the reporting period.

| Activity | Location |
|--|----------|
| Dairy farming: Discharge of untreated dairy effluent | Rotomanu |

Infringement Notice: There were four infringement notices issued during the reporting period.

| Activity | Location |
|--|------------|
| Disposal of demolition waste: Three infringement notices issued. Two notices issued to the consent holder, one notice was for the unauthorised discharge of materials and the second notice issued was for contravention of an abatement notice. The third notice issued to the contractor for unauthorised discharge of materials. | Coal Creek |
| Dairy Farming: Dairy cows accessing Puzzle Creek | Rotomanu |

Abatement Notice: There was one abatement notice issued during the reporting period.

| Activity | Location |
|---|----------|
| Dairy Farming: Cease the discharge to land of untreated dairy effluent. | Rotomanu |

Court Proceedings

At the time of writing, the following matters are listed for sitting of the Greymouth District Court on Tuesday 8th June, 2021.

CMR Mining Ltd/ Brent Whyte - unauthorised disturbance of the bed of a river and discharge of sediment laden water
This matter is set down for sentencing.

Cargill RD Barrytown Ltd – unauthorised disturbance of the bed of Fagan’s Creek. It is likely that this matter will be adjourned to a later date for sentencing to allow time for parties to make submissions on sentencing.

John Cowan - unauthorised excavation and drainage of a schedule 2 wetland. At this stage proceedings are remanded until 27 July 2021 while remediation work is undertaken following the Alternative Justice Pathway. At the conclusion of the Alternative Justice Pathway, Council will have the opportunity to apply to have the charges withdrawn (withdrawal of the charges is at the discretion of the Court).

Council is represented in all these proceedings by Nathan Laws from Ross Dowling Marquet Griffin (who are based in Dunedin and Council’s usual legal counsel for enforcement proceedings).

Mining Work Programmes and Bonds

The Council received the following four work programmes during the reporting period. All programmes have been approved.

| Date | Mining Authorisation | Holder | Location | Approved |
|-------------|-----------------------------|-----------------------------------|---------------------|-----------------|
| 30/04/2021 | RC10193 | Buller Coal Limited | Escarpment Mine | Yes |
| 11/05/2021 | RC-2018-0092 | Elect Mining Limited | Chesterfield | Yes |
| 24/05/2021 | RC-2016-0100 | J A Morley Family Trust | Ahaura | Yes |
| 27/05/2021 | RC00323 | Oceana Gold (New Zealand) Limited | Globe Progress Mine | Yes |

The following bonds were received

| Date | Mining Authorisation | Holder | Location | Amount |
|-------------|-----------------------------|-------------------------|--|---------------|
| 10/05/2021 | RC-2016-0100 | J A Morley Family Trust | Ahaura | 12000 |
| 18/05/2021 | RC10055 | Rockies Mining Limited | Stockton Plateau Western Escarpment | 4000 |

No bonds are recommended for release

| | |
|--|----------------------------------|
| Report to: Resource Management Committee | Meeting Date: 9 June 2021 |
| Title of Item: Ministers Announcement - Whitebait | |
| Report by: Heather Mabin, Acting Chief Executive | |
| Reviewed by: | |
| Public excluded? No | |

Report Purpose

The purpose of this paper is to table to Council a copy of correspondence received regarding the Minister's Announcement on Whitebait.

Draft Recommendations

It is recommended that Council resolve to:

Note the paper.

Attachments

Attachment 1: Email from Mark Davies, Director Operations, dated 2 June 2021

Attachment 2: Press Release from Hon Dr Ayesha Verrall, *Protecting the whitebait fishery for future generations*, dated 2 June 2021.

Attachment 3: Press Release Attachment - Comparison between new, current West Coast and rest of NZ Whitebait Regulations

Trish Jellyman

From: Mark Davies
Sent: Wednesday, 2 June 2021 11:49
To: heath; Jamie Cleine; Tania Gibson (mayor@greydc.govt.nz); Jamie Cleine (mayor@bdc.govt.nz); Bruce Smith (mayor.smith@westlanddc.govt.nz); Simon Bastion; Heather Mabin; Allan Birchfield Home; Sharon Mason; GDC Paul Morris; Francois Tumahai; makaawhio; Renee Rooney
Subject: FW: Ministers Announcement Whitebait
Attachments: Comparison between new, current West Coast and rest of NZ Whitebait Regulations_0.pdf

This email is from an external sender. Please be careful with any links or attachments.

Good morning Mayors and Chairs

The Minister has made this announcement on Whitebait this morning. Happy to discuss this with you when we next meet. Cheers Mark

<http://www.beehive.govt.nz/release/protecting-whitebait-fishery-future-generations>

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Conservation leadership for our nature *Tākina te hī, Tiakina, te hā o te Āo Tūroa*

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2 JUNE 2021

Protecting the whitebait fishery for future generations

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HON DR AYESHA VERRALL

Conservation

Changes to whitebaiting regulations will improve the sustainability of threatened species, while ensuring that Kiwis can continue the tradition of catching a feed in their local river into the future, Acting Conservation Minister Dr Ayesha Verrall says.

“Whitebait are a valuable part of the indigenous biodiversity of Aotearoa, and are taonga and mahinga kai for Māori,” Ayesha Verrall said.

“However, four of the six whitebait species are threatened or at risk of extinction. While fishing pressure is a contributing factor, habitat loss, environmental degradation, impeded fish passage within river systems, loss of spawning sites and introduced fish species are also impacting whitebait numbers.

“Whitebait regulations haven’t been reviewed since the 1990s, and changes are long overdue. We want to ensure the whitebait fishery survives and thrives, for all New Zealanders, while maintaining long-held traditions and encouraging responsible fishing practices,” Ayesha Verrall said.

The planned changes fit with the Government’s manifesto commitment to protect, preserve and restore our natural heritage and biodiversity. They address identified issues and focus on practicality and common sense and follow two years of

engagement, including consultation on proposed regulations which attracted over 11,500 submissions.

“The immediate impact on the majority of fishers will be minimal. People will still be using the same gear and fishing in the same places when the season opens.

“The changes that are being made will better align practices nationwide, improve the long-term sustainability of the fishery and support recreational, low volume fishers. They do not affect customary fishing rights.

“Two years of engagement on improving whitebait management, including the consultation on regulatory changes, has shown how passionate New Zealanders are about whitebait and the whitebait fishery.

“DOC has also been asked to gather more evidence about the state of the whitebait fishery, including further monitoring, scientific assessment and economic analysis. Better information is essential to ensure the whitebait management programme is effective and any need for further changes to the programme or regulations are identified.

“Work will continue on improving spawning sites, ensuring that national rules recognise fish needs, partnering with mana whenua, and working closely with whitebaiters, conservation groups and others with an interest in whitebait,” Dr Ayesha Verrall said.

Changes will be phased in over three seasons, to assist with practical implementation on the ground, as those affected adjust to new practices.

2021 season, changes will include:

- Fishing will be prohibited within 20 metres of structures such as weirs and groynes where fish congregate.
- Screens will be the only lawful diversion device and limited to three metre maximum length.
- The rule that only one net can be used when fishing from a stand, will be extended to all of New Zealand.
- The maximum incursion of fishing gear (excluding stands) into a waterway, will be one-quarter of its width, nationwide.
- The minimum fixed distance between fixed fishing gear (not stands) will be 20 metres.
- Fishing can only occur in estuaries and near river mouths nationwide. This is already the case on the West Coast.
- More whitebait refuges in waterbodies that flow out of Abel Tasman and Fiordland national parks will help to protect whitebait populations, similar to whitebait refuges already in place on the West Coast.
- The proposal is to extend the current exclusion in place from Yates Point to Puysegur Point, to also include the South Coast as far as Waitutu River

mouth. Martins Bay (even though it is within Fiordland National Park) is not being proposed as a refuge.

2022 season, changes will include:

- The season to shorten to 1 Sept – 30 October for all New Zealand

2023 season, changes will include:

- Overall length limit for fishing gear of six metres for all New Zealand

Related Documents

- [Comparison between new, current West Coast and rest of NZ Whitebait Regulations.pdf](#)416.37 KB

Comparison of New, Current West Coast and Current Rest of NZ Whitebait Regulations, with rationale for change

Note: these summarise changes being made. Other provisions are unaltered and some remain specific to the West Coast.

| Change proposed | Date of Effect | New Rule | Current West Coast Rule | Current Rest of NZ rule | Rationale for change |
|---|----------------|--|--|---|--|
| Nationwide upstream limits on whitebait fishing | 2021 | Nationwide upstream limits on whitebait fishing (defined by back-pegs or upstream tidal extent). | The upstream limit of whitebait fishing is defined using back-pegs and upstream tidal limit. | No upstream regulatory limit for whitebait fishing. | No whitebait harvest beyond back-pegs and tidal limits, increasing the proportion of whitebait passing through lowland habitats. |
| Whitebait (fishing excluded) refuges in selected waterways | 2021 | Current refuges from whitebait fishing maintained in some waterways on the West Coast of the South Island. New refuges in certain streams and rivers flowing from Abel Tasman and Fiordland National Parks. | Refuges from whitebait fishing in some waterways. | No refuges from whitebait fishing. | Excluding whitebait fishing from some waterways will provide refuges for migrating whitebait juveniles in those waterways, increasing adult fish numbers in prime upstream habitat. |
| Whitebait fishing methods | 2021 | Maximum screen length 3 m; screens are the only lawful diversion. | Maximum screen length 3 m; screens are the only lawful diversion. | No specific requirements. | Reduce fishing pressure on the whitebait species and bycatch species. Increase equity of catching opportunities among fishers. Improve consistency of the regulatory regime. |
| Whitebait fishing methods | 2021 | Fishing prohibited within 20 m of weirs, groynes and illegal diversions. | Fishing is prohibited within 20 m of any tide gate, flood gate, | Fishing is prohibited within 20 m of any tide | Reduce fishing pressure on the whitebait species and bycatch species. |

| | | | | | |
|---------------------------------------|------|--|--|--|---|
| | | | confluence, or culvert or illegal diversions. | gate, flood gate, outlet pipe or culvert. | Increase equity of catching opportunities among fishers. Improve consistency of the regulatory regime. |
| Whitebait fishing methods | 2021 | One net used when fishing from a stand. | One net used when fishing from a stand. | No limit on number of nets fished from a stand. | Increase equity of catching opportunities among fishers. Improve consistency of the regulatory regime. |
| Whitebait fishing methods | 2021 | Nationwide maximum incursion of fishing gear (excluding stands) into a waterway of one-quarter of its width. | This distance is currently 1/3 of the width of a waterway. | This distance is currently 1/3 of the width of a waterway. | Improve consistency of the regulatory regime, as the width in Fisheries Act provisions is not more than one quarter of river width. |
| Whitebait fishing methods | 2021 | Minimum fixed distance of 20 m between set fishing gear (not stands). | No current minimum distance between set fishing gear. | No current minimum distance between set fishing gear. | Reduce fishing pressure on the whitebait species. Increase equity of catching opportunities among fishers. |
| Timing of the whitebait season | 2022 | 1 September – 30 October fishing season NZ-wide (except Chatham Is). | 1 September – 14 November. | 15 August – 30 November (except Chatham Is). | Reduce harvest and fishing pressure, particularly during peak migration periods of whitebait species that are most Threatened or At Risk. |
| Whitebait fishing methods | 2023 | Nationwide maximum overall length limit for fishing gear of 6 m. | No maximum limit on overall length of fishing gear. | Maximum overall length limit for fishing gear of 6 m. | Increase equity of catching opportunities among fishers. Improve consistency of the regulatory regime. |