



Westland Industrial Heritage Park

STRATEGIC PLAN | 2021 - 2025

Prepared June 2022

Table of Contents

Contents

Executive Summary	2
SWOT Analysis	3
Health and Safety	3
Westland Industrial Heritage Park Map <i>as at June 2022</i>	4
Park Infrastructure Plan	5
Entry Experience	6
Big Engine Shed	7
Heritage and Learning Centre	8
The Boat Shed	9
Mudfish Bush Railway	10
Museum of Fire	11
The Livery	12
The Engineering Workshop	13
The Steam Shed	14
Outdoor Recreation and Biodiversity Area	15
Colonial Sewing Centre	16
Heavy Machinery Display Shed	17
Other Considerations	18
Promotional Plan	19

Executive Summary

Purpose

The purpose of this strategic plan is to provide an overview of the aspirations of the Westland Industrial Heritage Park for the next five years. Longer term projects are also included.

Background and Vision

The Westland Industrial Heritage Park grew out of the Westland Farm and Vintage Machinery Club that was formed in 1981. This group of like-minded mechanical enthusiasts formed the club to save some of the machinery that operated in the district, if possible, in working order. Membership dwindled with government restructuring in the 1980s, particularly the NZ Forest Service and Land and Survey.

An opportunity arose to lease the area at the Hokitika airport, previously used as a Ministry of Works depot, from the Westland District Council. A new organization, the Westland Industrial Heritage Park, (with a membership of around a dozen was formed in 1999, initially working as a sub committee of Heritage Hokitika and incorporated in 2002) and has charitable status.

The original purpose, to save and restore the last of the historic machinery that made Westland what it is today, remained. With the land, buildings and many of the heritage assets owned by the Council, the Park sits today as the outdoor equivalent of the Hokitika Museum.

Unlike many heritage attractions that are static, one of the strengths of the Park is that it is populated by members who can engage with visitors.

The exhibits include the best display of large operational Ruston Hornsby engines in the world, one of New Zealand's last stage coaches to be used in regular service, historic boats, early engines, fire appliances, horse drawn vehicles, tractors, trucks, chainsaws and logging equipment, photographic equipment and much more.

The Park also has a social role for members and the wider community. Members provide training in industrial skills and support local community groups with developing and maintaining their assets.

As the Park has grown so too has the aspiration of its members. From being open for visitors at designated hours, the growing membership is now working towards the Park becoming another leading attraction in Hokitika.

The aim is to be both nationally and internationally recognised for the quality of machinery, the interaction with visitors and the quality of the displays.

To achieve this, the diverse range of projects have been brought together in this one masterplan.

Amongst the projects proposed or underway are the following:

- An entry building potentially comprising an entry experience, arrival, meeting, office and amenities building.
- Enhancement of displays with interactive interpretation including sound, light and video displays, beginning with the Big Engine Shed and also incorporating the Steam Shed, the Heritage and Learning Centre, the Boat Shed, the Livery and the Fire Engine Museum.
- Completion of the Mudfish Bush (miniature) railway attraction.
- Developing an expanded and much more purpose-built engineering and wood working restoration workshop
- Utilising the natural area surrounding the miniature railway for the creation of a park area containing environmental restoration projects.

These projects are a snapshot in time and are the listing of all current projects. They are in various stages of completion including initial proposals. For this Strategic Plan to achieve its purpose, it is essential that all projects are planned in detail, prioritized and then progressed.

The projects proposed in this plan are subject to change and already during its preparation many changes and updates have occurred.

The Park has a number of experienced Project Managers, who, together with other members will voluntarily implement the projects.

From this Strategic Plan the management committee can now develop annual plans to take the park forward in a coordinated way.

Each year, derived from the Strategic Plan, there is a need for an annual plan for priority works to be identified and progressed.

Vision

Telling the story of the heritage of industry and work in Westland.

Mission Statement

To provide a quality visitor experience including a diverse range of displays, attractions and social opportunities for the benefit of the park and our community.

We are part of the community and intend to continue to prosper and develop, guided by sound strategy, operational excellence, financial expertise and our constitution for the benefit of our members and our district.

Budget

Attraction	Notes	1-2 years	3-5 years	Total Fund Required	
1	Infrastructure		4,000	4,000	
2a	Entry Building		0	300,000-500,000	300,000-500,000
2b	Entry Experience		0	200,000-500,000	200,000-500,000
3	The Big Engine Shed		0	0	0
4	Heritage & Learning Centre (Lotto Shed)		0	105,000	105,000
5	Boat Shed		50,000	20,000	70,000
6	Museum of Fire		15,000	0	15,000
7	Steam Shed		40,000	40,000	80,000
8	Livery		25,000	0	25,000
9	Mudfish Bush Railway		10,000	55,000	65,000
10	Engineering Workshop		0	200,000	200,000
11	WIHP/DOC Biodiversity Project	2,000 pa	4,000	6,000	10,000
12a	Other Projects - Directional signage and interpretation		1,000	0	1,000
12b	New Museum Storage (not a cost to WIHP)		0	0	0
13	Health and Safety		0	10,000	10,000
14	Colonial Sewing Centre		0	30,000	30,000
15	Marketing		25,500	0	25,500
Total Fund Required			174,500	966,000 - 1,466,000	1,140,500-1,640,500

SWOT Analysis

Developing the Park as a Visitor

Attraction

Becoming a more predominant visitor attraction brings with it opportunities and challenges. This plan has a strong focus on infrastructure, site and attraction development, Health and Safety planning and marketing. Other considerations include handling the additional administration, meeting an increased level of maintenance and operational costs, visitor training for members and management of visitors on the site. All these need to be factored into planning the less obvious impacts to this move. In addition, the factors outlined below provide an overview of the SWOT analysis (Strengths, Weakness, Opportunities and Threats) of the project. Like most analysis of this kind some factors fit into both positive and negative impacts.

Strengths

- The Park is not totally dependant on tourism or income from visitors to operate. It is founded on the interests of its members. This will continue with or without tourism and through shocks like Covid -19.
- Many members have a high level of skills and extensive backgrounds in engineering, the trades and management across many disciplines. With most now retired, the time and expertise being invested in the park allows much to be completed at low cost.
- Recognition of the large outdoor space -, the park experience is the largest forested and wetland area within the town boundary.
- The Park is located in close proximity to the airport and could become a main feature for those entering or leaving the district to visit on arrival or departure.
- The site is extensive and development is not currently constrained by space.
- Strong relationships exist with the Westland District Council, the Hokitika Museum, many businesses, government departments and community organisations as many members belong to these or are former employees.
- The range of members is growing and more women involved. Gardening has attracted many.
- The park is increasingly being recognised as an attractive place for retired people and is beginning to become part of the buyer decision and a draw card for some people looking to “cash up” and move to Hokitika.
- The well-being nature of the park will increasingly allow the park to tap into new streams of social and wellbeing funding.
- The park has to-date had very little exposure. Visitation is likely to grow as it is incorporated into district, regional and national marketing.

Weaknesses

The move into tourism and hosting visitors means members will be engaging with visitors much more and some will be encouraged to guide. This has the potential to deter some members away from the park as they may not have joined to be part of a tourist attraction.

Long term land tenure is not secure. The Committee proposed to work with the Westland District Council and Destination Westland to set in place a much longer occupancy agreement.

The park does not have significant long term funding. The WIHP is working with the Westland District Council on a long term maintenance programme for the building assets. While a base level of maintenance funding is agreed within the Westland District Council Long Term Plan members are seeking an increase in this.

The park development is already putting an increased workload on members. This is likely to be ongoing and required as part of “business as usual” going forward.

Determining what to retain and display, store or dispose of is something most museums grapple with. The Park is no different, constantly presented with items and relics. Virtually everything retained requires space (something large), restoring and maintenance. The committee believe they are good at identifying the items with intrinsic value and those best to be disposed of but there is still uncertainty around many items they are asked to take and if they have the resources to manage them properly.

Most members have retired and are getting on in years. There is a continual need for new younger people to join the park.

Members have their own ideas and aspirations for their projects and passions. Bringing these together in a coordinated way and establishing priorities, especially for funding, can be challenging.

Opportunities

- Hokitika is being elevated as a destination in tourism development and marketing. The Park is recognised as a new attraction to draw and hold visitors in Hokitika. The timing for the development work proposed aligns well with the wider tourism and destination management and marketing work being undertaken.
- Covid-19 has had a major impact on tourism in Westland and the Government is investing extensively in funding to stimulate growth in the sector. While Hokitika has been slightly less impacted, funding opportunities may emerge. The fact that the park is run by volunteers and employment growth is not a goal, could work against applications.
- The Park provides many benefits outside tourism, especially around learning, wellbeing and quality of life. The potential exists to expand the relationship with primary and secondary schools in the curriculum areas of science, trades, technology and much more. More active relationships could also be developed with WestREAP and other organisations. To achieve this, a dedicated resource person is really needed to develop these relationships and programmes.

Threats

Few threats have been identified for the Park as it serves such a wide range of needs. Covid – 19 outbreaks could halt work on projects and visitation for periods. Airport or other major developments could put the Park’s long term future at risk.

Health and Safety



The Park accepts a moral duty of care to all its volunteers and visitors and therefore aims to have the same standards of Health and Safety in place as a formal workplace or visitor attraction.

The Health and Safety Plan is being developed. It is proposed to include the following:

1. The development of an overall Fire Plan and Sprinkler System
2. The development of an Evacuation Plan
3. The development of a Dangerous Goods Plan
4. Induction for volunteers
5. Induction for visitors and nominated hosts
6. Hazard registers for all sheds
7. Hazard registers for all public areas
8. Development of training for all aspects of park operators including use of equipment
9. Asset registers created for all key equipment in each shed with:
 - . condition assessments
 - . tagging and testing of equipment
 - . condition testing of machines
10. Emergency and Injury Processes including:
 - . Regular emergency exercises
 - . A dedicated assembly point
 - . Warden
 - . 1st Aid
 - . Volunteer and Visitor lists
 - . Incident Reporting Process
 - . Health and Safety files
11. Establishing Formal Procedures

Westland Industrial Heritage Park Map *as at June 2022*

Key

1. Big Engine Shed
 2. Engineering/Auto Workshop
 3. Railway Workshop
 4. Steam Shed / Carpenters Shop
 5. Lotto/Heritage Displays
 6. Livery/Boatshed
 7. Temporary Dozer Shed
 8. Temporary Container Shed
 9. Temporary Traction Engine
 10. Brown/Pioneer Shed
 11. Social Meeting Rooms
 12. Battery Shed
 13. Entry Container
 14. 10 Bay Fire Museum
 15. 3x Half Round Timber Storage
 16. Existing Shelter and Ticket Office
 17. Loco Storage Shed
 18. Toilet
 19. Carpark
 20. Railway Traverser Pit
 21. Railway Turntable
 22. Proposed Loco Storage sheds
 23. Proposed Heavy Machinery Display and Fire Museum Extension
 24. Garden Walk (underway)
 25. Proposed Boat Shed
-  Railway
 Proposed security fence



Park Infrastructure Plan



Water Existing Proposed



Power Existing Proposed



Sewerage

Parking – With the approval of Destination Westland and WDC and the assistance of Henry Adams Contracting and the Blackadder Trust, the park has taken the initiative and developed a new carpark adjacent to the main entrance.

Firefighting / Water – The park buildings are not fitted with sprinklers. Pipes have been laid and hose reels are proposed to each building for fire fighting. Tanks are to be installed at the far end of the railway station and a pond is being planned at the eastern end of the park as a water source should a bush fire develop.

Sewage – Ultimately the intention is to connect to the town supply. This is estimated at a cost of \$10,000. Currently the storm water is untreated and a separation system is required. Council have agreed to connect the park to the town supply.

Power – Council have agreed to upgrade the current system.

Toilets – A bowl toilet exists adjacent to the kitchen and two portaloos have recently been installed at the entry to the park. A toilet block is proposed for either the car park or somewhere on the park. The intention is also to include new toilets in the entry building. If this does not go ahead the existing toilets will need upgrading.

Budget

Power & Sewage (provided by WDC - no cost to WIHP)	0
Water (hose reels)	4000
Toilets	0
Total	4000

Entry Experience

Project Manager/s

Bob Gaiger, Ian Gilberston, Beryl Agnew

Project Overview

A new entry building is proposed. This will provide several functions including:

- Control and management of all access to the site
- Visitor orientation to the park
- An overview of the story of the district/region and the connections with the park attractions
- Office space and a central headquarters for the park administration
- A meeting venue that could expand to small conferences
- Kitchen facilities that could expand to catering for events at the park
- Toilet facilities
- Resolve the issue of physical and legal access to the park

This will act as the central point to manage all personnel on-site. Members and visitors will come through the entry building and sign in.

Visitors will receive a briefing about the park and the hazards/health and safety. This requirement has been highlighted by Covid. This is also where they can make a donation, pay any future entry fee and purchase any souvenir items.

For members, the meeting and administration areas will be relocated to this building along with new toilets. It is proposed that small conferences may also be held in this building. It would also provide the facilities to cater for those attending events.

The arrival experience would also be developed. While yet to be confirmed, one proposal is to incorporate a virtual experience utilising the Fox Moth, with a flyover of Westland, highlighting the history and linking the features to be seen in the park with the origins of their stories.

It would also include a covered outdoor area (verandah style) for future events.

A draft plan has been developed. The building and displays could be constructed at a range of costs, pending available finance. This is reflected in the budget estimates.

Budget

<i>Budget item</i>	<i>Cost</i>
Short Term	
Project Management/Curation	3,000
Long Term	
New Entry Building including	350,000 - 500,000
Demolition of Existing Buildings	
Construction of New Building	
Fit-out for meeting, kitchen and toilets/amenity areas	
Entry Experience	200,000 - 500,000
Total Cost	\$580,000 - 1,000,000

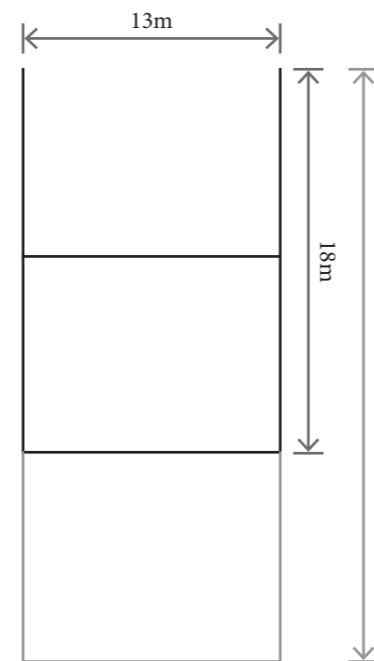
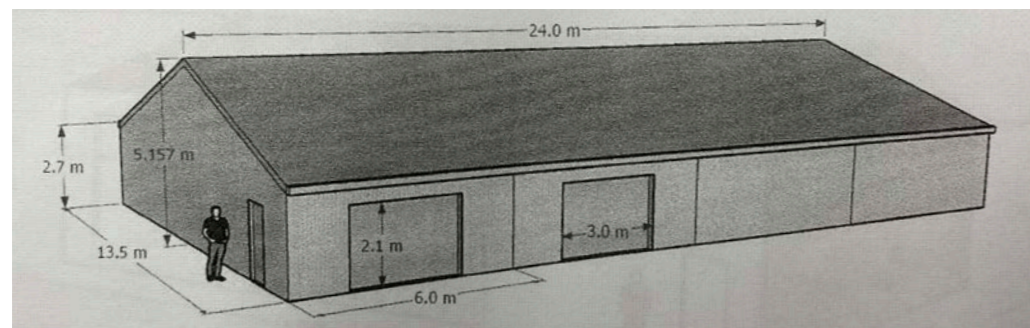
Plan

Version 1 - 18m x 13m

Version 2 - 24m x 13m
(locks the gate)

We should maintain a single access for legal and H&S reasons)

Basic pole shed design only for initial estimates of cost



Key Tasks & Timeline

No timetable has been proposed for this project to date.

Issues / Challenges

Project Management

Funding

This project is part of our agreed priorities within the long term plan.

External funding will be required

Big Engine Shed

Project Overview

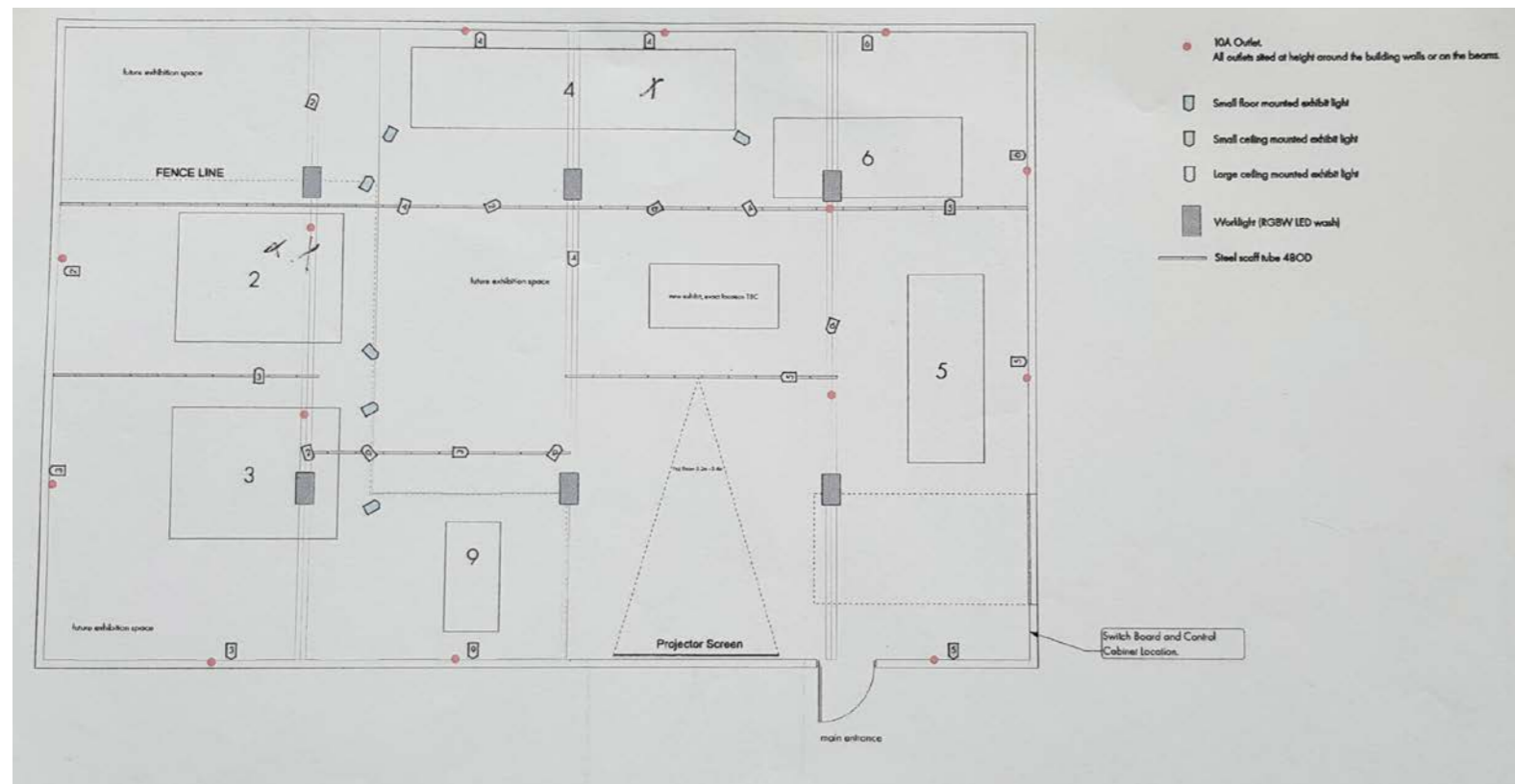
To showcase, as a leading feature attraction for the Park, some of the larger machinery that helped build Westland as we know it today. To tell the district's history through these wonderful old machines – some now 90 years old, back in full working order so that our community and visitors alike could appreciate the part they played in building this special place in which we live.

This collection of vintage machinery in the Big Engine Shed (especially the Ruston engines) is understood to be the only one in the Southern Hemisphere where such a variety can be heard and seen with the associated smells of diesel and oil as they fire up.

The classic engines in the Big Engine Shed include the 1931 Ruston Hornsby Twin, 1941 Ruston Hornsby single, the late 1940's Ruston Hornsby, The 1950's Blackstone, 1954 Mirrlees and the 1949 Niigata and the latest addition - the 12 cylinder Cummins that powered the large Marion bucket dragline. These engines powered sawmills, a water supply, a large gold dredge and a fishing boat that worked the West Coast fishing grounds and generated electricity at Haast.

Through sound and light special effects, and film show these machines and the men that powered them will tell their story of forestry, gold dredging and fishing.

Plan

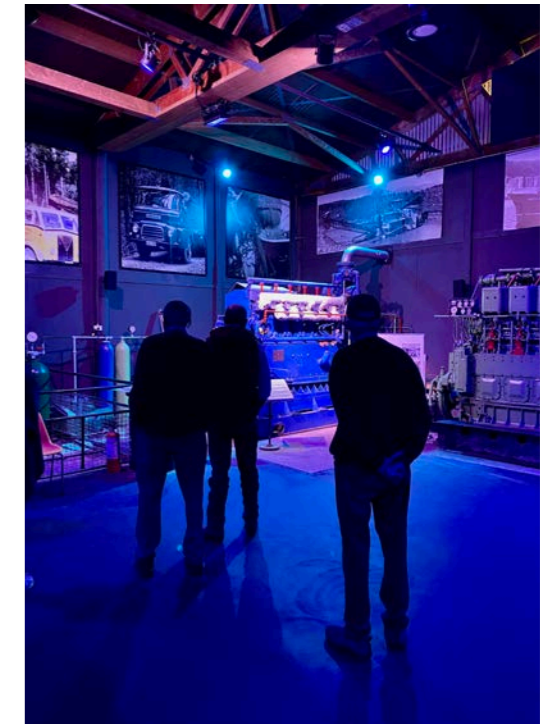


Project Manager/s

Gordon McMillan, Keith Houston, Ian Gilbertson

Issues / Challenges

Complex elements and multiple contributors to coordinate.
A staged proposal.



PROJECT COMPLETED



Heritage and Learning Centre

Project Overview

This 375sq.m building comprising a 24m x 15m lined display building was constructed with the assistance of a Lottery grant for a new community activity display and learning centre within the Park. It was intended to provide more opportunities for our community to participate in projects as well as assisting in the development of the Park. The activity and display centre will allow more interaction and training to be carried out, plus the opportunity to carry out research and learning.

A workshop has been held with a Te Papa sponsored concept planner and a draft plan developed with an associated ambitious budget. Since then, partnerships have been developed with Westland Milk Products, Trustpower and Westpower and progress has been made on the “Growing Gold” and “Power the Coast” displays. In addition, the proposal to feature the stories about “Gold Riches” is being reviewed in favour of Ross being the priority site to tell this story.

While not included in the options for discussion, at the time of the Park workshop that resulted in the first draft concept plan, the building now houses a new and exciting “Colonial Sewing Centre” that clearly meets the purpose for which funding was obtained. It will be necessary to review the draft concept plan, especially given the outcome of the fold story and the arrival of the Colonial Sewing Centre.

In order to make some progress on displays, the Park is currently working with a “dedicated exhibitions designer” so that some progress can be made on the individual Dairy, Power and training spaces, while embracing the recommendations of the TePapa sponsored planner. The “final” overall exhibition layout/learning centre should result from an updated review being proposed by a dedicated exhibitions designer as recommended e.g. possible mezzanine floors etc.

Project Manager/s

Ian Gilbertson, Beryl Agnew, Bob Gaiger

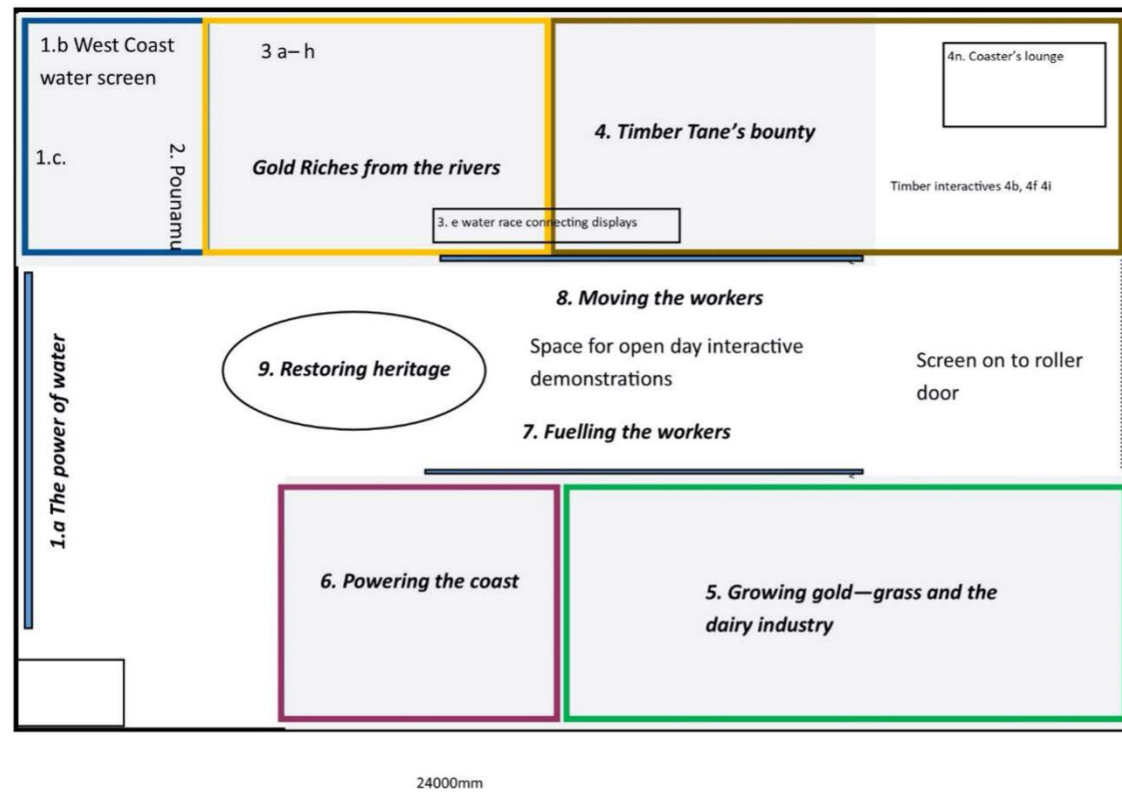
Budget

Short Term	
Exhibition Planning and Cost estimate	5,000
Overall finished exhibition	100,000
Total	105,000

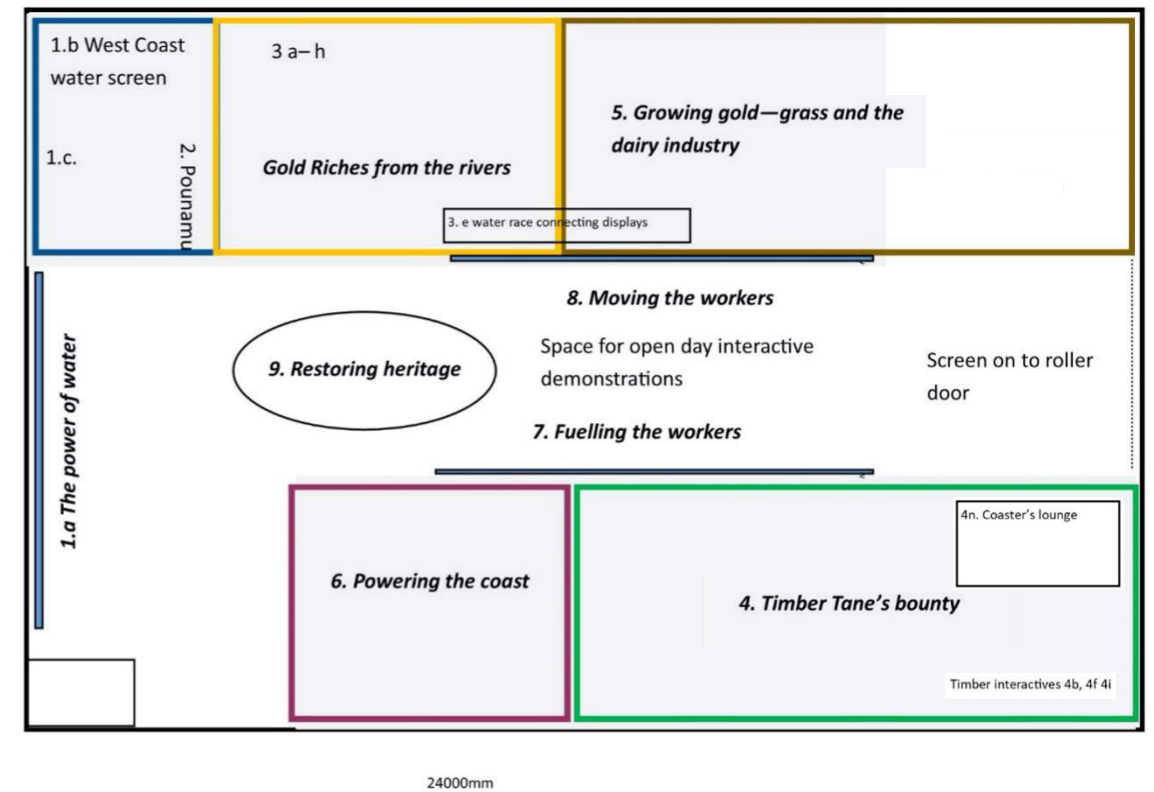
Key Tasks & Timeline

Obtain Funding for a Project Designer.

Plan Mark 1



Plan Mark 2



The Boat Shed

Project Overview

The Park has a collection of boats, outboard motors and other maritime artifacts are located in the Boat and Livery Shed. Expansion of both the boat and livery collections plus the need for working and display areas has meant that more space is required.

Several historic boats are on display, including the 1905 “Merewether”, which is part of the Hokitika Museum collection and subject to a Conservation Plan. Other boats have been donated to the Park with a range of background stories and condition. Many outboard motors have been donated, again in various condition and historic interest. Boat building tools and other maritime artifacts are also held.

Plan

The Plan for the maritime collection is to construct a new three bay Boat Shed extension to the existing Boat and Livery Shed, then vacate this building leaving it entirely for display and conservation of livery collection.

The objectives for the maritime collection are to:

1. complete restoration of the “Merewether”, including Stuart Turner marine engine, for display in the new boat shed
2. repair, restore, preserve rest of boat collection, with at least one clinker boat to seaworthy condition for use as working exhibit on local waterways and at historic events.
3. Restore the best of the outboard motors to running condition and display as working exhibits.
4. Develop high quality, interesting display of historic boats and outboard motors, plus other maritime artefacts including story boards and photographs
5. Tell stories of Hokitika River Port history, immigration through the Port, early river transport routes, gold mining, timber milling, white baiting, tourism and recreation on Hokitika River and tributaries, coastal shipping and fishing through the Port etc.

Project Manager/s

Rob Daniel

Budget

Project Costs	\$ (GST Excl)
New boatshed construction	50,000
Restoration and displays	20,000
Total	70,000

Key Tasks & Timeline

Relocate maritime collection to new Boat Shed	2024
Progress conservation and restoration work as time allows over next 5 years.	2022-2027
Develop displays – story boards, wall photographs, sound and video etc.	2024-2027

Issues / Challenges

Finding more volunteers and obtaining funding are challenges that may limit progress in this area.

There is opportunity to develop and pass on boat building skills to build maritime conservation resources at the Heritage Park.

Funding.

Mudfish Bush Railway

Project Overview

A number of years ago, a suggestion by some members to build a miniature railway was adopted by WIHP. A route was chosen at the undeveloped eastern end of the WIHP land. The route follows an easterly direction alongside the airport fence with stunning views of the Alps. It then loops back through the regenerating native bush. Work has progressed steadily with clearing the route, forming a foundation and manufacturing and laying the track. A 600 metre loop is complete with legs back to a base area. The base area now consists of a turntable, a steaming bay for steam locos, a storage and maintenance area, a loco storage shed (under construction), and miscellaneous fencing. Work on the base area including a two-platform station, a ticket office and shelter is ongoing and is expected to be completed over the next two to three years. All the legal permissions have been completed and driver training and locomotive and rolling stock warrants are in place. The railway was opened to the public on 5 June 2021.

In the process of setting out the route for the railway a wetland was discovered that is home to rare mudfish, hence the name Mudfish Bush Railway and the Department of Conservation sponsored Biodiversity Project.

Plan

The base area includes a turntable, a traverser and steaming bay. A two platform station, storage and maintenance sheds will be added for the next two to three years.

Project Manager/s

Jim Staton

Budget

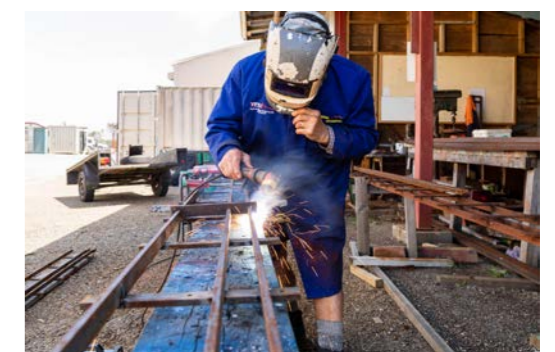
Misc railway completion, fencing/safety signage/platform	20,000
Station – base development including power (Long term)	55,000
TOTAL	65,000

Key Tasks & Timeline

Build platform

Issues / Challenges

Worksafe approval and registration under the Amusement Parks Act were major issues but have been successfully resolved. The completion of the project with a permanent station, storage and maintenance area will continue as funding becomes available.



Museum of Fire

Project Manager/s

Rob Daniel

Project Overview

The aspiration of the Museum of Fire is to preserve (where possible in working order) and present the early fire engines and utilise them for park and community events for the enjoyment of members and the public. The nine engines currently held date back to 1872 (The horse drawn Surprise) with the youngest, the 1989 Hokitika No.1.

Yet to be completed in this shed are the signage and interpretation both outside and within the building. This is estimated at \$6,000 and is almost raised. The floors are about to be sealed at no cost to the park as a result of a community grant from Fulton Hogan.

Further storage is required to house the additional fire equipment and is planned to be housed in a new building project - the heavy machinery display shed.

A sound and light show is being planned to enhance the fire engine display. Funding is currently being sought.

Formal acknowledgement from the New Zealand Fire Services of our museum status is required to be able to receive surplus fire service equipment automatically. This requires completing the appropriate documentation.

We are currently working with Te Papa and the Fire Service.

Plan

Budget

Sound and Light Show	9,000
Total Cost	15,000

Key Tasks & Timeline

Opening later 2022

Issues / Challenges

Securing funding



The Livery

Project Overview

The livery portrays the earliest form of travel on the West Coast. For 50 years before the advent of motorised transport, horse drawn transport was the only form of transport. From the stage coach and the pony taking the family to town, on farms, repairing the roads and in industry, the horse was it. The Livery celebrates horses and horse-drawn vehicles in the early development of Westland.

The vision is to have this as a standalone display fitted out in the entire building and tell the story of this horse drawn transport and its role in this era.

Examples of the earliest West Coast artifacts on-hand include a gig, horse drawn vehicles, tack and livery. A key feature is the last commercial stage coach to traverse Arthurs Pass on 3 August 1923, before the opening of the Otira Tunnel the next day. Other key pieces of equipment that are currently located in the livery are forged wheel barrow wheels, blacksmith furnace blowers, broad axes used for splitting white pine, lasts for making shoes, four WWI military saddles, 3 horse collars, hames and bridles.

Rather than static displays, the story will be told through video, hands-on through artisanal work.

Options for future development

- Liaise with Museum
- The Foster Coach relocated from the Museum
- Create lean-to for chaff cutter/donkey engine/drays from westroads etc
- Advertise "repair shop" idea, display on shelving on back wall
- Video of Kokatahi Bnad playing tunes in front of stage coach

Plan

The existing draft concept plan will be reviewed as part of the Parks exhibition sign and will be implemented subject to finance once the new boatshed building has been completed.

Project Manager/s

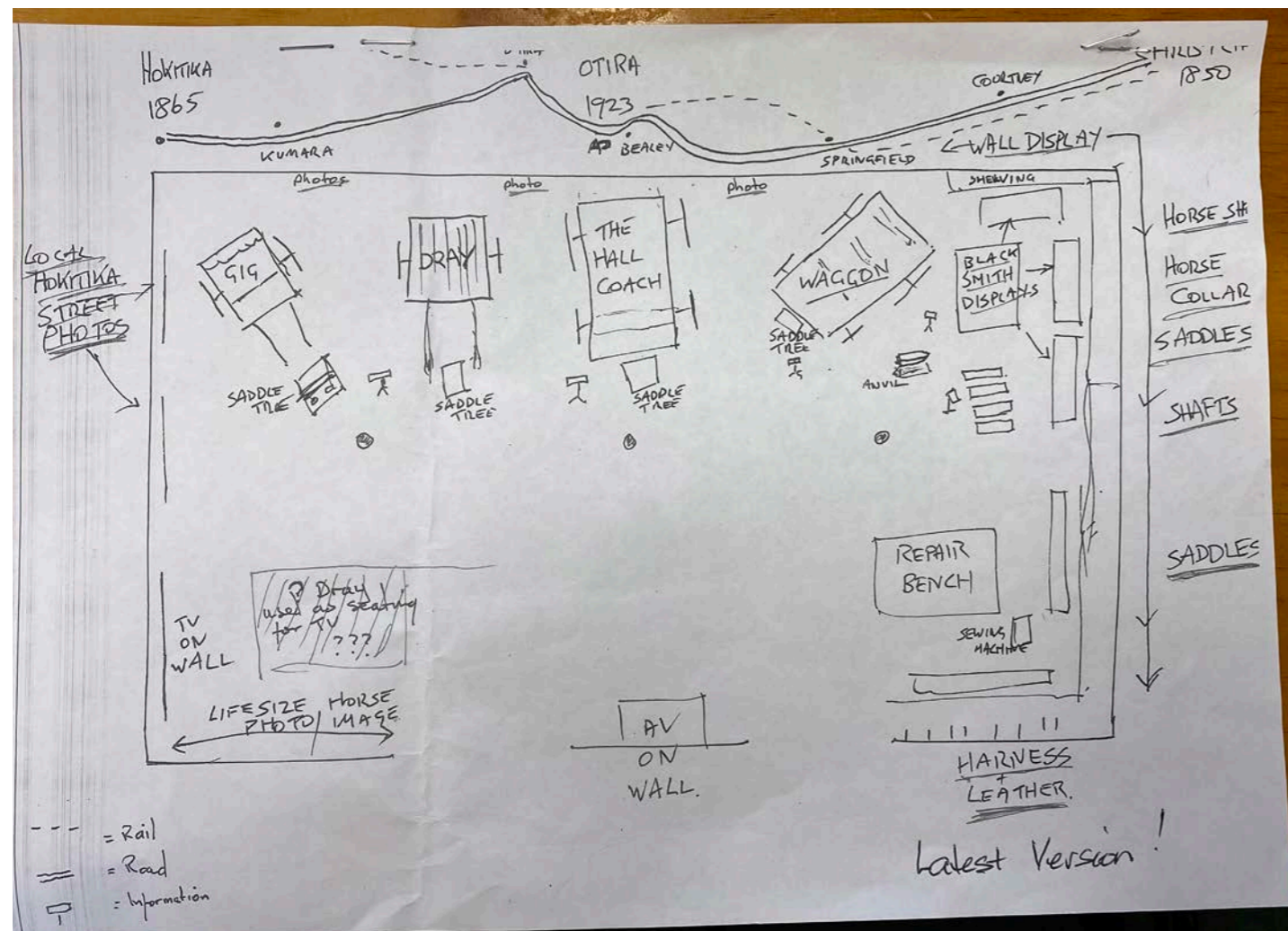
David Verrall

Budget

Short term	
Graphic Audio Visuals	\$20,000
Maintenance	\$5,000
Total Cost	\$25,000

Key Tasks & Timeline

Confirm overall concept plan to be completed once boatshed is completed.



The Engineering Workshop

Project Overview

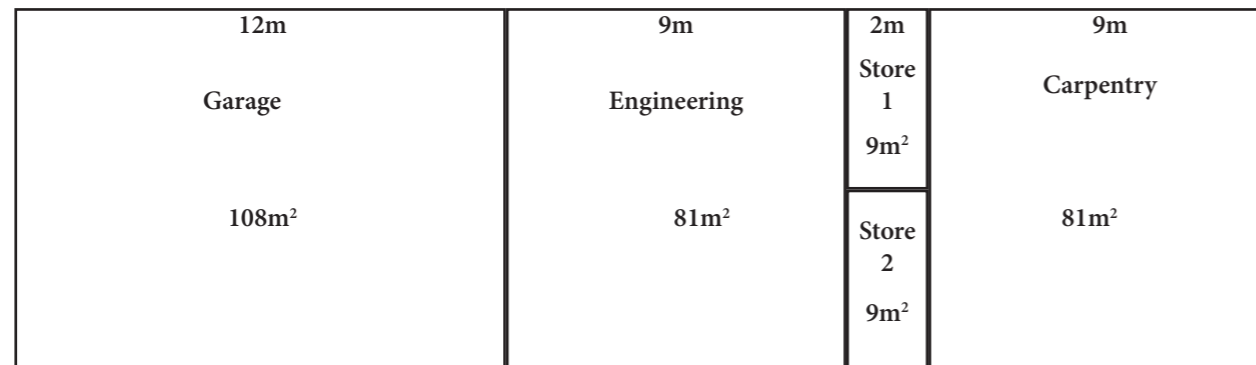
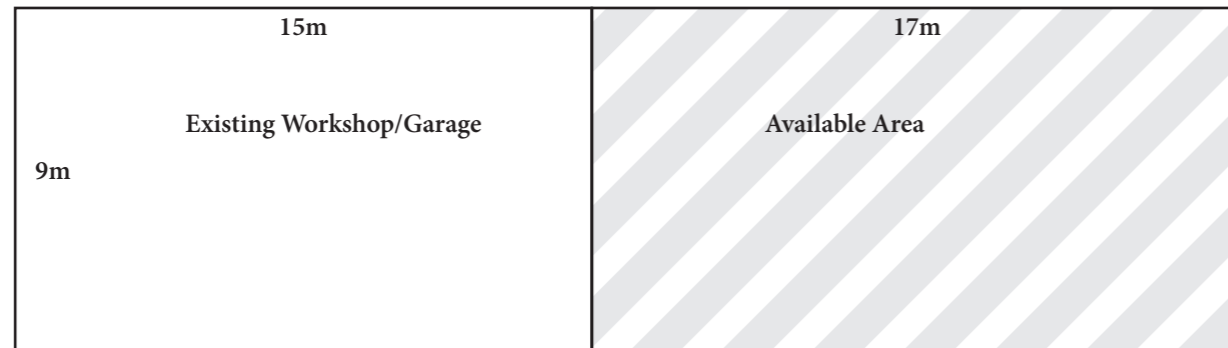
The workshop plays an important role within the Park as the centre where all restoration work for the Park occurs. Currently one building serves both the mechanical and engineering functions. It contains metal working and garage equipment including electric welders, gas welders, drilling and milling equipment, lathes and tools.

The proposal is to extend the existing workshop and create one facility that will house Garage/Engineering and Carpentry with each space meeting the individual needs of the trade with the correct equipment and Health and Safety provisions. It would involve constructing a building 17 x 9 metres comprising a concrete foundation, timber frame, iron roof.

An aspiration is held for fabrication and manufacturing into the future however this would require even further structures.

This project has been included but will be outside the term of this plan.

Plan



Project Manager/s

Bruce Hackett

Budget

Project Costs	GST Excl
Construction of the new workshop	
Estimate based on existing building costs when constructed	
Total Project Cost (estimated)	200,000

Key Tasks & Timeline

Relocate Rail Track Jig
Demolish Shed
Relocate Container
Prepare Floor Footing
Pour Slab
Erect Framing
Wrap and Clad Extension exterior
Install Power and Water
Install fire rated interior linings
Install dividing Walls and Linings
Relocate Machinery
Install Dust Extraction system to carpentry section

The construction timeframe is six months

Issues / Challenges

Gaining a permit and financing.



The Steam Shed

Project Overview

The steam shed is to be an interactive place, visitors learn and appreciate through activating displays of machinery supplemented by interpretation panels, and a huge mosaic of wall paintings on the east wall. Atmosphere will be enhanced by having smoke generators and specific colour lighting using spotlights and LED strips.

The Gilbert and Tomasi sawmill engine currently being restored to slave running should be completed within the next 12 months.

One major display will be Mark Pizey's traction engine rebuild which will occupy one third of the space along the eastern wall for the next two and a half years.

Three additional displays will be set up over the next 12 months

1. Steam engines including the small vertical salvaged by the late Mort Cruickshank and Jim Staton's Tangye 3 x 3 vertical, and the air winch, which was purchased from the Strongman coal mine.

Above these engines a short length of shafting and pulleys will be set up to show how power was transmitted by belt from a flywheel to shop floor machines, and a large workshop photo showing the belts between the top of the engines and the shaft.

2. The Bach portable steam engine will have a large interpretation board up on the wall behind it, which will also provide information on the Bellis and Morcom vertical twin, as the two are closely related. If a suitable coffee grinder can be found this would add to the local Hokitika story of the Bach engine.

No restoration of this Bach Engine is being considered due to its rarity as it is considered to be the oldest remaining portable steam engine in original condition in the world.

3. The story about Davidsons Foundry that started in Hokitika in 1865 and became one of New Zealand's suppliers of logging locomotives, with 28 being built in Hokitika will also be a highlight in this shed.

Project Manager/s

Mark Pizey / Jim Staton

Budget

Project Costs	GST Excl
Foundations	1,350
Lighting and fog effects	10,200
Electrician	2,400
Big Wall Mural Materials	3,800
Artist for Mural (estimated)	8,000
Photo reproduction	6,000
Coffee Grinder	4,000
Air compressor	6,000
Interpretation board for the traction engine rebuild	1200
Rebuild the small boiler	600
Display for how steam is generated	3,600
Marshall Portable steam engine	3,200
Davidson Foundry display	6,000
Interactive displays	6,000
Consumables such as protective coatings, paint, oil, chemicals to produce the fog, estimated	4,000
Subtotal	66,350
20% Contingency	13,270
Total	79,620

Plan



Key Tasks & Timeline

Continue progressing even with limited finance.

Issues / Challenges

Raising finance either in steps or in total.

Outdoor Recreation and Biodiversity Area

Project Overview

The Park comprises nearly 5 hectares of the entire 7 ha area of the overall site. The 5 ha site is a manuka dominated low forest and wetland area containing a variety of birds and freshwater fish including endangered species.

The Park was granted a DOC Community Grant – DOCCF3-087 Forest and Mudfish Habitat Restoration Grant for 3 years 2016/17 – 2018/19. An ecological assessment was undertaken in 2017 by Henk Stengs from DOC.

During the period of the DOC Community Grant, the Mudfish Bush Railway has been established, native planting undertaken, shade houses built for propagation of plants and interpretation panels erected. As at Jan 2022, the grant that has been allowed to run on is nearing completion.

As the Park develops and becomes more attractive to visitors, picnic areas and short walks are being developed so that visitors have the opportunity to not only enjoy the environment and also be informed about it, with interpretation, but also will enjoy seeing and reading about a number of industrial relics placed around the new walks proposed within the Park.

It is proposed that the original Forest and Mudfish Habitat Restoration Project be extended to further develop the forest and wetland areas and in addition, provide and develop areas for both recreation and interpretation.

The Park is ideally located within the town boundary and apart from Prosser's Bush, is the only area with high conservation values being developed within the town (by volunteers already supported by DOC). Our volunteers have been assisted by community involvement, Kokatahi/Kowhitirangi Garden Club, DOC working days, school children and the Volunteer Army.

The second stage of development of the outdoor park component of the WIHP proposes bush walks, more picnic and interpretative areas featuring historic machinery, a plant propagation area and mining and geology displays. It also incorporates ongoing predator control, planting and weed control and monitoring of freshwater and birds. Further work on the existing predator control project, weed control, and monitoring of fresh water species and birds is proposed. The park sustains a healthy population of lizards and a new study is proposed for these. Education programmes for both the community and schools are also proposed.

Plan

Key

1. Main outdoor historic machinery viewing area.
The Park has a large amount of historic machinery that is significant to our province and NZ history. The Park's long-term vision is to have these on display with interpretation, preferably undercover (in shelters) and weather proofed. List of machinery includes various steam boilers, winches, locomotives, sawmill remnants and earthmoving machinery.
2. Lookout
This track and lookouts have been formed. More seating and an interpretation panel is planned along with a photo shoot surround opportunity.
3. Machinery/Picnic Area
This area has had substantial work and has been prepared and planted. It will require ongoing maintenance and the development of the picnic area with interpretation panels.
4. Nursery/Compost/Worm Farm
This area is an ongoing activity where plants are stored/propagated and composting for new plants is carried out. Another opportunity for "green" education.
5. The Soil/Geology/Mining Site
This pit is an ideal site to see the geology of the terraces at the Park – iron-pan, glacial gravels and blue clays are exposed. Interpretation panels including rainfall story etc.
6. Bush walks – the layout of the Park and the bush and wetland are ideal for the formation of walks through the forests and around the wetland. Routes have been investigated and some track work has begun.
 - A. Approx. 250 metres linking Features 1. and 4. 2 rail crossover bridges and 1 water race bridge will be required.
 - B. Approx. 30 metres with 1 rail crossover.
 - C. Approx. 110 metres with 1 rail crossover and 1 water race bridge
 - D. Approx. 90 metres already formed.



Project Manager/s

Beryl Agnew, Ian Gilbertson, Vicki Klemm

Budget

Project Costs	GST Excl
Ongoing maintenance	10,000
Total	10,000



Key Tasks & Timeline

Complete current grant	2022
Possible further grants or sponsorship to be explored	



Colonial Sewing Centre

Project Overview

The vision for the Colonial Sewing Centre is that, within the next two years, this will be operating with displays and courses on open days and ongoing regular courses from a dedicated location that is warm and of suitable size for the machinery and people to work.

Maria Martin-Smith began taking courses in the art of colonial costume making with arts funding under the governance of WestREAP. She has relocated to the Park and is proposing to gain ongoing funding and take classes based from the Park.

A collection policy will be in place for the machines being donated with the priority being machines from Westland. Other machines will not be excluded. Collection items will include existing hand, treadle and electric machines. Where required the machines will be restored. As part of the collection policy, those not considered appropriate for retention within the collection will be sold to raise money to enhance the Centre and its operations. All machines in use will have electrical certification. Where appropriate, stories of the women that work them will be told.

This project involves:

- Establishing funding for regular courses with existing hand, treadle and electric machines.
- Restoring all donate machines.
- Establishing a policy for collection of donated machines.
- Creating a purpose build sewing room at the Park.

Project Manager/s

Maria Martin-Smith

Budget

\$20,000 - \$30,000.

Key Tasks & Timeline

As part of the review of the Heritage & Learning Centre, there may be an opportunity to build the planned mezzanine floor to house the project.



Heavy Machinery Display Shed

Project Overview

A new building is proposed to feature several types of heavy machinery

- The building will be directly adjacent to the Museum of Fire
- The building will be designed and laid out to showcase the Park's collection of machinery including:
 - additional fire equipment (refer to the Museum of Fire project).
 - several bulldozers, including the rare Allis Chalmers K
 - tree farmer mobile winch
 - grader and digger
- Further equipment of importance

Plan

A plan has been prepared as at 01/2022 with a kitset estimated cost of \$74,000 + GST and a building cost of around \$45,000, the total cost therefore \$119,000 + GST

Project Manager/s

Ian Gilbertson and Keith Houston

Budget

Project Costs	GST Excl
Site Preparation	2,000
Kitset and Build	119,000
Total	121,000
Total Partnership Funding Funding Raised	
Total Project Shortfall/Surplus	

Key Tasks & Timeline

Ensure only infrastructure work connects with this proposal

Issues / Challenges

Raising finance

Other Considerations

Project Overview

Directional Signage and Interpretation – Further directional signage to lead visitors around the park and enable them to understand the items and displays is required.

Additional Storage – Park members understand the storage and display facilities are not up to museum standard. The outdoor nature of the park, coastal environment and size of the objects being stored and displayed adds to the dynamics of storage. Further planning is required to determine how to store many other items e.g. old boilers.

Park members recognise the opportunity to work with the Westland District Council and Hokitika Museum to develop a new facility to help store items both the Museum and Park are currently unable to. No formal planning has been undertaken in this area.

Landscaping work is ongoing.

Budget

Project Costs	GST Excl
Laminated Signage	\$1000

Promotional Plan

Project Overview

To date the Park's marketing has been very ad hoc. A simple website has been developed and upgrading is underway, a Facebook page set up, advertising set up in the Hokitika i-site and some road signage installed. A professional photo and video shoot has been undertaken providing quality imagery. With the investment being made in the park, a more formal approach is needed. Given the limited resources, a key part of the strategy is to work with and through the channels established by others involved in marketing. The steps in the marketing plan are:

Branding – Confirm the name and branding for the Park

Promotion

- Website – new website being developed.
- Facebook – Continue to post on Facebook. Consider running online campaigns.
- Park Brochure and/or flyers– Develop a park brochure and distribute this in the surrounding accommodation and attraction outlets, including the West Coast Wilderness Trail.
- Development West Coast Tourism – Develop a presence on the TWC website and product manual and become actively involved in tourism events.
- Tourism New Zealand – a listing on the NewZealand.com website has been developed.
- Destination Hokitika and Destination Westland Marketing – Maintain a presence in the town and district marketing collateral and online content.
- Hokitika i-site – Refresh the content on display in the site.

Future Considerations

- State highway - Explore the opportunity of having a large item of machinery on the roadside advertising the park.
- Local Famils – Following the opening of the attractions organise famil events for those in the tourism industry.
- New Zealand Motorhome Association – Explore marketing opportunities within this network.
- Develop and promote to networks that people interested in restored engines etc follow.

Plan

Project Manager/s

Budget

Project Costs	GST Excl
Brochures	5000
Website	5000
Destination Hokitika Guide	500
iSITE Display	5000
State Highway	5000
Advertising	5000
Total Project Cost	25,500
Partnership Funding Secured or Raised	
Total Partnership Funding Funding Raised	
Total Project Shortfall/Surplus	

Website – a new website is presently being built