



AGENDA

RĀRANGI TAKE

NOTICE OF AN ORDINARY MEETING OF

COUNCIL

to be held on **Thursday 25 July 2019** commencing at **11.00 am**
in the Council Chambers, 36 Weld Street, Hokitika

Chairperson: His Worship the Mayor

| | | |
|----------|--------------------------------|---------------------------------|
| Members: | Cr Martin (Deputy) | Cr Lash (Deputy) |
| | Cr Carruthers | Cr Eatwell |
| | Cr Havill ONZM | Cr Neale |
| | Cr Olson | Cr Routhan |
| | Kw Tumahai (or Representative) | Kw Rochford (or Representative) |
| | Kw Rasmussen | |



Council Vision:

We work with the people of Westland to grow and protect our communities, our economy and our unique natural environment.

Purpose:

The Council is required to give effect to the purpose of local government as prescribed by section 10 of the Local Government Act 2002. That purpose is:

- (a) To enable democratic local decision-making and action by, and on behalf of, communities; and
- (b) To promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

1. NGĀ WHAKAPAAHA APOLOGIES

2. WHAKAPUAKITANGA WHAIPĀNGA DECLARATIONS OF INTEREST

Members need to stand aside from decision-making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to review the matters on the agenda and assess and identify where they may have a pecuniary or other conflict of interest, or where there may be a perception of a conflict of interest.

If a member feels they do have a conflict of interest, they should publicly declare that at the start of the meeting or of the relevant item of business and refrain from participating in the discussion or voting on that item. If a member thinks they may have a conflict of interest, they can seek advice from the Chief Executive or the Group Manager: Corporate Services (preferably before the meeting). It is noted that while members can seek advice the final decision as to whether a conflict exists rests with the member.

3. NGĀ TAKE WHAWHATI TATA KĀORE I TE RĀRANGI TAKE URGENT ITEMS NOT ON THE AGENDA

Section 46A of the Local Government Official Information and Meetings Act 1987 states:

- (7) An item that is not on the agenda for a meeting may be dealt with at the meeting if
 -
 - (a) the local authority by resolution so decides, and
 - (b) the presiding member explains at the meeting at a time when it is open to the public, -

- (i) the reason why the item is not on the agenda; and
- (ii) the reason why the discussion of the item cannot be delayed until a subsequent meeting.

(7A) Where an item is not on the agenda for a meeting, -

(a) that item may be discussed at the meeting if -

(i) that item is a minor matter relating to the general business of the local authority; and

(ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but

(b) No resolution, decision, or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.

4. NGĀ MENETI O TE HUI KAUNIHĒRA MINUTES OF COUNCIL MEETINGS

Minutes circulated separately

5. NGĀ TĀPAETANGA PRESENTATIONS

- 11.30 am – Minerals West Coast
- 12 noon – New Zealand Police

6. ACTION LIST

(Pages 6 – 7)

7. PŪRONGO KAIMAHI STAFF REPORTS

- Notice of Motion (Pages 8 – 15)
- Chief Executive's Report (Pages 16 – 78)
- Haast Civil Defence and Community Development (Pages 79 – 85)
- Westland District Closed Landfills' Risk Overview (Pages 86 – 96)
- Sister City Return visit to Huanggang City, China (Pages 97 – 101)
- Relocation of Whitebaiters Walk to Gibson Quay (Pages 102 – 109)
- Carnegie Building Project (Pages 110 – 113)

8. ADMINISTRATIVE RESOLUTIONS

Nil

10. KA MATATAPU TE WHAKATAUNGA I TE TŪMATANUI RESOLUTION TO GO INTO PUBLIC EXCLUDED

(to consider and adopt confidential items)

Resolutions to exclude the public: Section 48, Local Government Official Information and Meetings Act 1987.

The general subject of the matters to be considered while the public are excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of the resolution are as follows:

| Item No. | General subject of each matter to be considered | Reason for passing this resolution in relation to each matter | Ground(s) under Section 48(1) for the passing of this resolution |
|----------|---|---|--|
| 1 | Confidential Minutes – 27 June 2019 | Good reasons to withhold exist under Section 7 | That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason or withholding exists. Section 48(1)(a) |
| 2. | Contract 18-19-07 – Fox Glacier Water Treatment Plant Upgrade | Good reasons to withhold exist under Section 7 | That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason or withholding exists. Section 48(1)(a) |

This resolution is made in reliance on sections 48(1)(a) and (d) of the Local Government Official Information and Meetings Act 1987 and the particular interests or interests protected by section 7 of that Act, which would be prejudiced by the holding of the relevant part of the proceedings of the meeting in public area as follows:

| Item No. | Interest |
|----------|---|
| 1 & 2 | Enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (Schedule 7(2)(i)) |
| 1 | Protect the privacy of natural persons, including that of deceased natural persons (Section 7(2)(a)) |

**DATE OF NEXT ORDINARY COUNCIL MEETING – 22 AUGUST 2019
COMMENCING AT THE ARAHURA MARAE, OLD CHRISTCHURCH ROAD,
ARAHURA**

Council Meetings - Action List

| Date of Meeting | Item | Action | Officer | Status |
|-----------------|---|--|---------|---|
| 28.06.18 | Kaniere School Students – Cycle trail | Council staff to get back to the Kaniere School Students regarding the proposal | GMDA | Council Engineers are working on a solution for road crossing. |
| 24.01.19 | Trading in Public Places | Staff to identify an appropriate location for traders, including powered sites | P&CSM | This item will be considered under the CBD development. |
| 28.02.19 | Responsible Camping Areas | THAT Council initiates a full review of the Freedom Camping Bylaw 2018 THAT Council determine the membership of a Freedom Camping Working Group consisting of representatives from Council, Council Officers, accommodation providers, community representatives, and stakeholders. | RSM | A meeting of the working group was held on the 6 July 2019. Nominations were sought for two Councillor representatives of the Northern Ward from the commercial industry. |
| 04.04.19 | Speed Limits | Extension of some limits and open conversation with road users on suitable speed limits. | GMDA | National review of speed limits. Local road speed review to come back to Council in August 2019. |
| 18.04.19 | MOU be developed | Between Council and the Westland Industrial Heritage Park for future maintenance of the seat in Weld Lane. | GM | In progress |
| 18.04.19 | Transfer of Pensioner Housing to Destination Westland | Report to May Council Meeting | CE | Working with CE DW on future pensioner housing strategy |
| 03.05.19 | Events | Council resolved to do due diligence with WHL with a view to mitigating any risk to the ratepayer. | CE | Deliberations between WHL and DW on Wildfoods. |
| 23.05.19 | Local Government Leaders' Climate Change Declaration | Council resolved that the document be signed | Mayor | Refer Mayor report in July 19 Council Meeting |
| 27.06.19 | Manatu Whakaaetanga Partnership Agreement | To be signed at the August Council Meeting. | Mayor | August Meeting to be held at the Arahura Marae. |
| 27.06.19 | Draft National Policy Statement for Biodiversity | RMA trained Councillors to be involved in preparing a submission on behalf of Council. | P&CSM | |
| 27.06.19 | WHL SOI | Load onto the Council Website | GMCS | Completed. |

| Date of Meeting | Item | Action | Officer | Status |
|-----------------|--------------------------------|---|---------|---|
| 27.06.19 | Albert Brantley | Letter to Mr Brantley thanking him for his contribution to WHL. | Mayor | In progress |
| 27.06.19 | Hokitika Cemetery | Letter and MOU to be sent to Helen Cook and families re seat at the Hokitika Cemetery | CE | CDA preparing letter. |
| 27.06.19 | Special Consultative Procedure | Special Consultative Procedure under Section 83 of the Local Government Act to be undertaken for the development of Lazar Park. | CE | Consultation process underway. Submissions close |
| 27.06.19 | Cass Square | Meeting of a working group to develop a plan for Cass Square | GMDA | Set for 24 July 2019 |
| 27.06.19 | Annual Plan | Publicly notify the documents | GMCS | Completed |

15-07-2019

The Chief Executive
Westland District Council
36 Weld Street
Hokitika.

Notice to Revoke pursuant to section 23.1 of Councils standing orders.
We request this notice be part of the agenda for the July 25th Council meeting.

It is moved that the resolution passed by Council on the 23rd of May and attached be revoked.

Attached is the report set out to satisfy sections 77-82 of the LGA 2002.

Signed by

Westland Mayor Bruce Smith



Date

15-07-2019

Cr Durham Havill



Date

15-07-2019

Cr Graeme Olson



Date

15/5/19

Bruce Smith

From: Diane Maitland
Sent: Tuesday, 16 July 2019 9:21 AM
To: Bruce Smith
Subject: 23 May 2019 - Council Minutes

Hi Bruce,

Here is the extract from the 23 May meeting:

- **Local Government Leaders' Climate Change Declaration**

The Chief Executive spoke to this item and advised the purpose of the report is to provide an update on the Local Government Leaders' Climate Change Declaration.

His Worship the Mayor advised that in 2015, Mayors and Chairs of New Zealand declared an urgent need for responsive leadership and a holistic approach to climate change. In 2017, Mayors and Chairs wholeheartedly supported that call for action and accordingly the document had been signed by 63 Mayors/Chairs.

Moved Deputy Mayor Lash, seconded Deputy Mayor Martin and **Resolved** that Council receive the information and that the document be signed.

Cr Routhan abstained from voting.

Di

Diane Maitland | Executive Assistant
Westland District Council

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WEST COAST
UNTAMED NATURAL WILDERNESS

Bruce Smith

From: Diane Maitland
Sent: Tuesday, 16 July 2019 9:20 AM
To: Bruce Smith
Subject: Climate Change Resolution

Hi Bruce, text of meeting is below:

- **Local Government Leaders' Climate Change Declaration**

His Worship the Mayor referred to the Notice of intention to give notice under Section 23.1 of the Westland District Council Standing Orders for a notice for the revocation or alteration of all or part of a previous resolutions of the Council in relation to the decision to sign the Climate Change Agreement as resolved by Council on the 23 May 2019 as follows:

Local Government Leaders' Climate Change Declaration

The Chief Executive spoke to this item and advised the purpose of the report is to provide an update on the Local Government Leaders' Climate Change Declaration.

His Worship the Mayor advised that in 2015, Mayors and Chairs of New Zealand declared an urgent need for responsive leadership and a holistic approach to climate change. In 2017, Mayors and Chairs wholeheartedly supported that call for action and accordingly the document had been signed by 63 Mayors/Chairs.

*Moved Deputy Mayor Lash, seconded Deputy Mayor Martin and **Resolved** that Council receive the information and that the document be signed.*

Cr Routhan abstained from voting.

Moved Cr Routhan, seconded Cr Olson and **Resolved** that that the report from His Worship the Mayor be received.

Diane Maitland | Executive Assistant
Westland District Council

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LOCAL GOVERNMENT LEADERS' CLIMATE CHANGE DECLARATION

TO Westland District Council
FROM Bruce Smith - Mayor
DATE 27th June 2019
SUBJECT **Local Government Leaders' Climate Change Declaration**

1. Purpose of Report

The purpose of the report is for the Council to consider the signing of the Local Governments Leaders' Climate Change Declaration after the Council decided to support the Local Government Leaders' Climate Change Declaration.

The decision remains then, for Council to nominate a Councillor to sign the declaration as it is clear the agreement as presented commits the Mayor and not Council.

My principle concern is that future ratepayers are being committed to an unknown amount of money without consultation.

Council has not even considered the costs before making its decision. It is my view the costs will well exceed the one district plan costs and they could all fall on Westland ratepayers.

As a signatory under tort, I may become personally liable and that does not sit well with me at all. The report from James Hodder QC that was distributed to all Councillors is very clear on the personal risks.

(Tort law – defines what a legal injury is and, therefore, whether a person may be held liable for an injury they have caused. Legal injuries are not limited to physical injuries. They may also include emotional, economic, or reputational injuries as well as violations of privacy, property, or constitutional rights.)

Some Mayors have signed as individuals, a few have sought council resolution. While I acknowledge climate change is real, having no idea of what Council is approving and the potential imposition of costs to future generations places me in a position where I feel I need to decline signing the document.

2. Background

In 2017 Local Government New Zealand drafted the Local Government Leaders' Climate Change Declaration and launched its position statement on climate change. At the time approximately 44 mayors had signed the declaration. The latest update as at 8 June 2019 shows that 66 mayors have signed the declaration.

The declaration **commits** the Council to the following:

"We have come together, as a group of Mayors and Chairs representing local government from across New Zealand to:

- 1. Acknowledge the importance and urgent need to address climate change for the benefit of current and future generations;*
- 2. give our support to the New Zealand Government for developing and implementing, in collaboration with councils, communities and businesses, an ambitious transition plan toward a low carbon and resilient New Zealand;*
- 3. Encourage Government to be more ambitious with climate change mitigation measures;*
- 4. Outline key commitments our councils will take in responding to the opportunities and risks posed by climate change; and*
- 5. Recommend important guiding principles for responding to climate change."*

3. Issue

The Council has asked me to sign the Local Government Leaders' Climate Change Declaration.

4. Discussion

In my view the Declaration is a potentially binding document as it **commits** the Council to developing and implementing an 'ambitious plan'. The term 'commit' means 'to pledge to a cause or a course of action'. Council's reputation, and that of individual elected members, is at risk if we do not uphold all the initiatives promoted by future governments. Without legal opinion, there is no way to prove there is no commitment. I believe obtaining a legal opinion is an unnecessary expense in this instance, given we are clearly working in accord with the objective of the declaration.

A paper by Jack Hodder QC presented at the recent Rural and Provincial Sector meeting in Wellington noted that there has been many climate change litigation cases around the world and recent New Zealand negligent cases (asbestosis and kiwifruit pollen [still underway]) give credence to the possibility of legal challenge.

The initiatives described in the declaration and Local Government have not yet been canvassed and therefore have unknown financial consequences.

In fulfilling our fiduciary responsibilities the Council has to follow the decision-making provisions of the Local Government Act 2002. These provisions include:

- Identifying all reasonably practicable options;
- Assessing the advantages and disadvantages of different options;
- Taking into account Māori culture and traditions if it is a significant decision regarding land and water
- Considering the appropriate level of engagement with our communities based on significance of each decision.

While I have not signed the Climate Declaration. As a Council, we are already committed to working on many of the initiatives within the declaration itself. The Council decision to implement these actions have followed the decision-making provisions of the Local Government Act 2002.

These initiatives include:

- Supporting walking and cycling infrastructure within our communities;
- Supporting the uptake of electric vehicles through working to develop a network of charging stations across the district;
- Proactively engaging with our coastal communities on shoreline management plans that will identify long term management strategies for each coastal community, and will take into account projected sea level rise scenarios associated with climate change;
- Advocating to central government on leading the response for small coastal communities like ours when it comes to possible threats to infrastructure, private property, the local economy and livelihoods.

5. Suggested resolution(s)

That the Council:

1. Receives the 'Local Government Leaders' Climate Change Declaration' report, dated 8th of June 2019 and continues to take action, following robust decision-making processes, in response to climate change for our communities.

OR

2. Nominate a Councillor to sign the document noting the Mayors concerns about signing a document that could commit future ratepayers to unknown cash requirements.

Supporting document 1

Local Government New Zealand says climate change declaration 'not a binding contract'

Thursday 21 February 2019 Radio New Zealand

The president of Local Government New Zealand (LGNZ) says its climate change declaration is purely aspirational and no one is being pressured into signing up.

Yesterday the Thames-Coromandel Mayor Sandra Goudie told RNZ she did not want to sign the declaration because it was "politically charged".

Fifty-five councils have signed the document which asks councils to promote walking and public transport, improve resource efficiency and healthy homes and supporting renewable energy and electric vehicles.

Dunedin mayor and LGNZ president Dave Cull said the declaration recognised communities and councils had a part to play in mitigating climate change.

He was the first mayor to sign the declaration in 2017 and said he was motivated by the situation in South Dunedin.

"It's not a binding contract; there are no specific goals.

"It's just a recognition that we, the communities, need to be looking to change the way their communities operate and reduce their carbon footprint."

Mr Cull said the declaration had been well-received and he was not pushing anyone into signing up.

"My suspicion is that any pressure to sign comes from communities going to their councils and saying look this is something we would like you to do."

Mr Cull said the idea that it was "politically charged" was a misunderstanding and "no one's putting the hard word on them," he said.

He said apprehension on councils' part on not being able to follow through on the declaration could be why some had not signed it. Resources for smaller councils would also be an issue.

Mr Cull said elected representatives covered a wide-spectrum of views and backgrounds so there was bound to be differences in opinions.

Supporting document 2 below

Climate change project on a page.

We are. LGNZ.

Climate change will affect us all during our lifetimes. Between 1990 and 2015, New Zealand's net carbon emissions have risen by 64%.

All local authorities (city, regional, district and unitary councils) are at the front line of climate change adaptation and have a role to play in mitigation. Action on climate change requires proactive collaboration between central and local government.

PROJECT OUTCOMES SOUGHT:

1. An evidence base to support a comprehensive framework for risk reduction and/or retreat.
2. A comprehensive adaptation plan for New Zealand.
3. A local government view on emission reduction targets and how to achieve these for New Zealand.



CLIMATE CHANGE ACTION

Climate change action has two components:



1. Actions to reduce emissions (mitigation).



2. Actions to adapt to climate change impacts.

A COLLABORATIVE APPROACH

The local government sector is committed to working with the Government to address the risks, challenges and opportunities of climate change.

Local government will:

1. Lead the conversation with the public and stakeholders on how to address the local impacts of climate change.
2. Develop local strategies for adaptation action.
3. Incorporate climate change considerations into long term planning, infrastructure and funding decision making processes.
4. Take steps to ensure its activities contribute to a reduction of green house gas emissions.

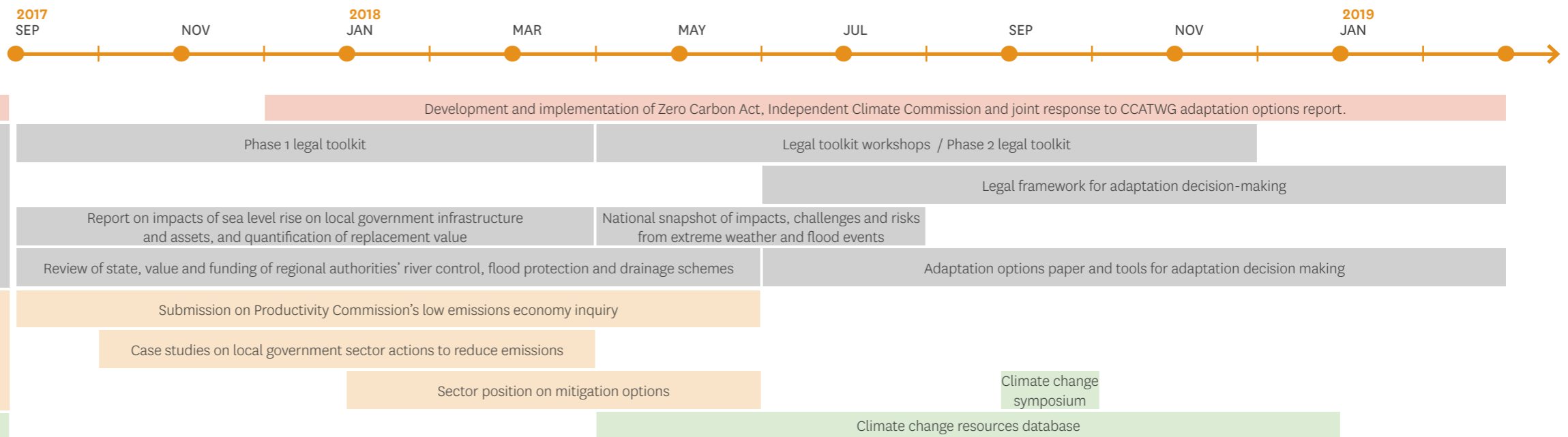
What local government requires of central government:

1. A partnership approach to addressing climate change.
2. A national campaign to raise awareness of climate change.
3. An explicit mandate under the Local Government Act to consider how decisions affect outcomes.
4. Adaptation funding for councils to access.

Local government wants to work with central government to:

1. Develop a clear plan outlining roles and responsibilities for adaptation, including fiscal responsibility.
2. Develop a collaborative and joint plan for transitioning to a low emissions economy.
3. Put in place mechanisms to help local government understand and address the risks of climate change.
4. Develop an adaptation decision-making legal framework.

KEY WORK STREAMS

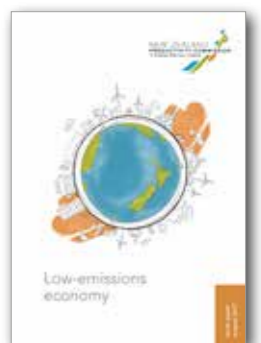


SUPPORTING WORK

The Local Government Position Statement on Climate Change and Local Government Leaders Climate Change Declaration outline local government's acknowledgment of the important and urgent need to address climate change. LGNZ has also produced a catalogue that sets out local government's climate change roles and responsibilities.



LGNZ will have input in the Government's planned consultation on its proposals to implement a Zero Carbon Act, Climate Commission and to review the Emissions Trading Scheme and the Productivity Commission's inquiry into New Zealand's transition to a low emissions economy.



Report



DATE: 25 July 2019
TO: Mayor and Councillors
FROM: Chief Executive

CHIEF EXECUTIVE'S QUARTERLY REPORT

1 SUMMARY

- 1.1 The purpose of this report is to:
 - 1.1.1 Provide an update on the positive aspects that are happening in the Westland District.
 - 1.1.2 Updates on any Matters of Significance & Priority.
- 1.2 Council seeks to meet its obligations under the Local Government Act 2002 and the achievement of the District Vision adopted by the Council in May 2018, which are set out in the Long Term Plan 2018-28.
- 1.3 This report concludes by recommending that Council receive the Chief Executive's report dated 25 July 2019.

2 MATTERS OF SIGNIFICANCE & PRIORITY LIST

2.1 Recovery from 26 March 2019 Floods

A lot has happened in the last quarter in regards to the recovery from the March flood event. A request for funding from Central Government was sought to assist with the Fox River clean-up. We received \$200K from DOC and \$100K from Ministry for the Environment and a further \$75K for a mayoral relief fund to assist those that were compromised during the event.

However, costs to complete the task continued to compromise council reserves and council elected to put the Fox River clean up on hold until further assistance was sourced. WDC wrote to central government requesting assistance and the outcome was that the Department of Conservation picked up the cleanup. WDC is still committed to removing the extracted material and transferring it to Butler's landfill.

We have two major work fronts in recovery outstanding:

2.1.1 Roothing

Repairs to the damaged roading network has been both challenging and expensive. Areas that sustained the worst damage were: Waiho Flat Road, Arahura Valley Road, Milltown Road, Old Christchurch Road, Dorothy Falls Road, Upper Kokatahi Road & Lake Kaniere Road along with wider spread less major damage from the Taramakau River to the Cascades.

Council staff have been able to obtain emergency works funding at an enhanced financial assistance rate for some of this work from NZTA.

The combined total estimate for roading repair works is \$2,495,000 and final recovery work is still underway in several areas. There is approximately \$740,000 worth of work still outstanding on Lake Kaniere Road, Dorothy Falls Road, Upper Kokatahi Road & Hau Hau Road. Final solutions for repair work in these areas is currently being scoped.

2.1.2 Fox River Landfill

An engineering report of the protection work for the Fox Landfill indicating that the work was adequate but would require further enhancement to ensure it could sustain a significant event like we experienced in March. We are evaluating the cost impact of removing the landfill in its entirety. This will incur costs from the dig out, cartage, landfill remediation, potentially ETS charges. We have requested a waiver of the MfE Waste levy at \$10/tonne to the Ministry for the Environment.

The impact on Butler's landfill will be considerable. Based on current calculations we have 6.5 years remaining at the current usage rates. For every 3,000m³ additional volume from other landfills reduces the capacity of Butlers by 1 year. It will take a minimum of a year to develop & implement a new cell next door to the current landfill.

2.1.3 Costs

The following table highlights costs spent and forecast to spend in a total cost row. The Total Recovery row highlights the potential cost recover from various entities plus the government assistance funds. There are still works yet to be completed so costs may still change i.e. road works and fox landfill. The numbers provided are the closet estimate as at 12 July.

| Costs vs Recoverable Costs Summary | Welfare | Fox Landfill Response | Fox Landfill Remediation | Franz Stop Wall | Roading Flood Damage | WCWT | Total |
|------------------------------------|-----------|-----------------------|--------------------------|-----------------|----------------------|-------------|---------------|
| Total Costs | \$ 5,975 | \$ 703,661 | \$ 249,057 | \$ 71,100 | \$ 2,500,000 | \$ 125,199 | \$ 3,529,793 |
| Total Recovery | -\$ 5,975 | -\$ 300,000 | -\$ 179,664 | -\$ 42,660 | -\$ 1,822,200 | -\$ 125,199 | -\$ 2,475,698 |
| Total WDC Costs | \$ - | \$ 403,661 | \$ 69,393 | \$ 28,440 | \$ 677,800 | \$ - | \$ 1,054,095 |

See appendix 1 for full cost breakdown.

2.2 Franz Josef Wastewater Treatment Plant (WWTP)

Pond 1 has been fully lined with baffles and breathers completed. The only outstanding items are anchor points for a baffle curtain and pipe penetrations. Pond 2 is at a very similar level with baffles currently being installed. The installations require good weather conditions which have not been very often lately, thereby causing site delays.



2.3 Franz Josef Wastewater Treatment Plant (WWTP) Prosecution

The prosecution from WCRC in regards to FJWWTP discharge issues in March 2018 went through an alternative justice process. The outcome of that process saw council make a payment to WCRC for their legal and staff costs at \$9,262 excl GST and in addition to this the reparation of \$20,000 (excl GST) to the Franz Josef Community Council. WCRC have withdrawn charges. These costs were covered by our insurers.

2.4 Hokitika Wastewater Treatment Plant

There has been delay in the implementation of works at this site due to considerations relating to the ocean outfall option.

The next phase for site works is to install security gates and fencing which will assist with the monitoring of trade waste discharges by septic tank operators and others that visit the site.

2.5 Kumara & Whataroa Water Treatment Plant (WTP) upgrades

The Kumara WTP remains operational. Additional flow restriction items have had to be imported for the Kumara plant. Recent storms and lightning strikes have damaged communication apparatus between the reservoir and the new plant. Unfortunately both these items have caused a delay in final sign off. The CDHB who are co-funding this project have been made aware of the situation.

The Whataroa WTP has been tested and is also waiting on the same imported items to be fitted. Major site works involving the storage tank farm waste soakage structures have been completed.

Additional on the above –

The civil contractor in charge of commissioning these two plants is well aware of the frustration within council due to the ongoing delays.

Contractual penalties are being applied.

2.6 Fox WTP

Tenders are still being evaluated for the design and build project for a new water treatment plant.

The new pipeline between the treatment plant and township was successfully completed recently.

2.7 Arahura Water Supply

Council staff are continuing to progress this project as quickly as possible.

Communication and gaining agreement with local Iwi and adjoining property trust is proving problematic. As noted in the last report, finalised consent documents & easement establishments are waiting on signoff from the affected parties.

2.8 Tourism Infrastructure Funding (TIF) applications

Sunset Point –The sea side rock wall has had 1m added to it south of the Tambo for 100m and the river side has had rock work topped up. This work now forms the boundary of the new car park, bus turning loop and walkway along the rock wall. 4 bay Exeloo toilet with roof canopy are ordered and is scheduled in the factory for construction.



Haast toilets

The existing toilets have been removed and foundation for the new facility has been installed. Temporary toilets are now in place during the length of the construction process. New units are scheduled for installation starting the week of 29th July.



Ross, Whataroa and Kumara Toilets

The concrete shell for the Ross facility has been constructed and is awaiting fit out. Whataroa and Kumara units are scheduled in the factory. Consents are being worked on in association with the construction company. Ross, Kumara and Whataroa all require an increased capacity in their septic tank systems.

Hokitika Beachfront

Work to date includes the establishment of new mounds with central tree planters, 2 new timber edged pathways and new timber edging to the existing tree planters. Resurfacing of the material along the edge of the walkway and installation of new picnic tables and the stone leaf sculpture. Rationalisation of existing stone "seating" to the junction of walkways.



Tree stock is proving difficult to source. Hydro seeding is scheduled in spring once the soil temperatures of the soil starts to rise and the seed is more likely to take.

Fox WTP

To install a new water treatment plant at Fox Glacier due to the constraints of the existing plant and considering future tourism growth. Total project cost \$767,000 and requesting \$468,000. Project scope:

- Upgrade the access to the water intake
- A new treatment plant
- Backup components
- Seismic rated building for the WTP
- A seismic rated new shed to house a generator
- A back-up generator

Tender for the project is underway and expect a council proposal shortly.

Haast Water Storage

To purchase, replace and install a new water reservoir at Haast for the town water supply. The current tank is well past its serviceable life span and is leaking. This will provide potable water for the township permanent residents and for the increasing tourism visitors. Total project cost \$197,000 and requesting \$122,000.

Westland Community Resilience for Welfare Centres

This application has been **rejected** by MBIE as not fitting the fund criteria.

The project was to increasing the capacity of small townships in Westland to deal with the sometime large numbers of tourists and visitors that get trapped during civil defence emergencies and incidents. It is proposed to install generators at all identified Welfare Centres across the district. Total \$372,400 requesting \$347,000.

2.9 Responsible Camping Initiatives

A meeting of the Responsible Camping Steering Group was facilitated at Council on the 3rd of July with representatives from the accommodation sector, communities, stakeholder agencies, and council. Discussion were held about the current Responsible Camping sites operated by WDC during the last tourist season and determinations were made as to their

success or inherent challenges. A second meeting will be facilitated in August to confirm WDC position for the coming season.

Regulatory Services Manager Te Aroha Cook leads the project on behalf of council.

Council has put in an application to MBIE via the Tourism and Infrastructure Fund for the 2019-20 to cover operating costs for responsible camping.

2.10 West Coast Wilderness Trail - Enhancements.

The Old Christchurch Road new off road section has been completed along the old Waimea water race. There was a delay as the two bridges that were required to be installed required increased engineering due to ground conditions.

Lake Kaniere off-road section tender has been completed but the final design is still to be completed. Land owner discussions will occur following the final design.

2.11 West Coast Wilderness Trail – Risk Assessment

During the March flood event the alternative high water route between Milltown and the Kawhaka Creek section of the trail has been compromised. The bridge owned by Trustpower was destroyed. This has left us in a predicament when we have rain events in that we will need to close this section to ensure rider safety.

We engaged Golder Associates to complete a full cycleway risk assessment (see Appendix 2) which concluded with a number of recommendations. Of particular note is that the safety management of the Trustpower weirs AW2 and AW3 should be reviewed and improved. They also discounted a temporary structure being utilised to cross the weirs as this would increase the risk to users by placing them over a flooded river where debris and/or tree could damage the bridge. A bridge design would require it to remain functional in a very large, infrequent event (e.g. 1 in 50 or 1 in 100 year event), which would probably lead to a significant, permanent structure located much higher than river level. This remediation is unlikely to be cost effective and management by controlling user behaviour may be more realistic.

Other risks identified:

- Falling into waterways
- Narrow pedestrian boardwalks
- Hokitika River bridge crossing
- Track surface condition
- Earthquake hazard



Figure 3: Weir AW2 crossing following March flood damage. Red line shows route of cycle track. Photo supplied by D. Inwood, dated 30 March 2019.



Figure 4: Weir AW3 crossing during Golder site inspection following remedial flood earthworks. Red line shows route of cycle track.



Figure 7: Recent clearing of a March 2019 debris flow to reopen cycle access. Debris flowed downhill from left to right. Photo west of Cowboy Paradise.



Figure 8: Flooding caused the diversion of river water behind an embankment that subsequently overtopped and eroded the downstream side. Photo west of Cowboy Paradise.



Figure 9: Example of a water race adjacent to the cycle trail.



Figure 10: Narrow DoC elevated boardwalk near Lake Mahinapua.

2.12 DWC Westland Sports Hub

The project is on track for construction starting in late August following the end of the netball season. The covered courts project is expected to be completed before Christmas with the resurfacing to be progressed in the New Year. The rebound ACE product requires the asphalt surface to have aged 12 months prior to application.



Concept only

2.13 Carnegie Building

MDI & Lotteries funding has been confirmed equating to \$1M. We still require another \$400K to complete the project to a museum standard as set out by Lotteries. A separate report to council for consideration to under write the project shortfall until further funding can be sourced. The museum staff are working with council staff on the program to ensure optimise the construction phase. A tender is being drafted for the construction work and we expect this to go out in August. A draft program of work has been completed and a project team is working on finalising this shortly.

3 OTHER ACTIVITIES

3.1 Building, Planning and Environment

Building

A focus of the Building Control Authority (BCA) this Quarter has been the review of technical and quality manuals, and undertaking of internal audits, in preparation for the IANZ Audit in July. A review of the Earthquake Prone Buildings (EPB) Register has also been undertaken to identify properties that have not provided EPB engineer assessments to Council, as required under legislation. The BCA will be sending out

reminder letters to property owners. Applications for Building Consents have remained steady during this quarter.

Animal Control

Three dogs were classified as menacing during this quarter following injuries sustained to other dogs, or people. In all instances, complainants would not submit a formal complaint in writing. Infringement notices for all known dog owners with unregistered dogs for the 2018/2019 financial year have been sent to Court. Council's website and associated forms have been updated to reflect the changes in Dog Registration fees that take effect from 1 July 2019. This includes the removal of the Working Dog class, and implementation of the Responsible Dog Owners (RDO) fee, to cover inspection costs. The RDO fee, is a one off fee paid at time of application for consideration of an RDO status.

Planning:

21 Resource Consent Applications were received this quarter, down from 31 in the same quarter last financial year. It is worth noting that this is purely due to timing as overall applications received for the 2018-2019 financial year totalled 102 on par with the 104 applications received for the 2017-2018 financial year.

100% of applications were processed within the legal timeframes.

One abatement notice was served for breach of a Consent condition in the last quarter and was adhered to within the requested timeframe.

The majority of applications were for residential dwellings in Rural Zone or for residential dwellings which do not adhere to District Plan standards. An application was received for modification of a heritage building to undertake earthquake strengthening on the Prestons Building currently occupied by Postie Plus.

Some progress is being undertaken in gathering information to be used for the Tai Poutini Plan process. Information is being collected on where issues exist with current rules and where re-zoning may be beneficial in the District.

3.2 Water Industry Operations Group (NZ)

Westland hosted a group of 14 Australian water industry operators as part of their Water Industry Operators Group Conference held in

Christchurch. They were provided the opportunity to visit several South Island water and wastewater sites prior to attending the conference.

David Inwood and Martin Ross hosted the tours of the Franz Josef wastewater treatment ponds and water treatment plant on the morning of Saturday 4th May 2019. This was followed by a tour of the wastewater ponds and water treatment plant in Hokitika on Sunday 5th May 2019.

Appreciation letter attached – refer **Appendix 3**

3.3 Finance

Finance staff are working through the year end process, there will be no financial update this month while staff are working through the adjustments that need to take place. Any matters of urgency would have been advised already through the no surprises policy.

4 STAFFING UPDATE

There are no staff changes for this reporting period.

5. LGOIMA UPDATE

A total of 82 LGOIMA requests were received during the period 1 July 2018 to 30 June 2019.

The requests received were responded to as follows:

| LGOIMA Number of days for completion 2018/19 | |
|---|---|
| 5 Days and under | 21 |
| >6 – 10 Days | 16 |
| >11 – 15 Days | 13 |
| >16 – 20 Days | 19 |
| 20 Days and over | 7 |
| Withdrawn | 1 |
| Undeterminable | 5 - 4 are undeterminable, due to the complexity of the request and having third parties being involved 1 is undeterminable as no response has come back from requestor after initial acknowledgment and clarification sought by Council. |

Where there are numerous requests on the same file, the days of completion are from the initial request, unless the subsequent requests have taken over 20 days.

Some of the requests resulted in a large body of work relating to search and redaction.

6. LGNZ Conference

The Council was represented at the LGNZ Conference by Deputy Mayor Martin, Kw Francois Tumahai, Kw Tim Rochford and myself.

Deputy Mayor Martin has provided a briefing paper attached at **Appendix 4**

7 RECOMMENDATION

A) **THAT** the Quarterly Report from the Chief Executive dated 25 July 2019 be received.

Simon Bastion
Chief Executive

Appendix 1: Items for purchase with costings, Marks Road Reserve fund

Appendix 2: WCWT Risk Assessment

Appendix 3: 2019 WIOG Conference Thank you letter

Appendix 4: LGNZ AGM brief

| March Flood Event- Expenditure to 20 June 2019 | | | | | | | | |
|--|----------------|-----------------------|--------------------------|-----------------|--------------------|----------------------|------------------|--------------------|
| Expenditure | Welfare | Fox Landfill Response | Fox Landfill Remediation | Franz Stop Wall | Haast Power Outage | Roading Flood Damage | WCWT | Total |
| Accommodation & Meals | 2,230 | 7,153 | 6,078 | | | | | 15,461 |
| Travel | | 20,205 | 13,774 | | | | | 33,978 |
| Contractors (Note 1) | | 380,462 | 145,237 | | | 1,716,344 | 125,199 | 2,367,242 |
| Materials and Maintenance | | 10,431 | 1,265 | | 3,326 | | | 15,022 |
| Media & Advertising | | 1,607 | 13,140 | | | | | 14,747 |
| Telephones & Tolls | | 244 | | | | | | 244 |
| Welfare | 419 | | | | | | | 419 |
| Total Expenditure | 2,649 | 420,100 | 179,494 | - | 3,326 | 1,716,344 | 125,199 | 2,447,112 |
| Claimable costs (Note 2) | 2,649 | 0 | 139,440 | | | | | |
| NZTA 59% Claim | | | | | | - 225,380 | - | 225,380 |
| NZTA 79% Claim | | | | | | - 1,054,132 | - | 1,054,132 |
| MCDEM Claims: | | | | | | | | - |
| 100% Claim | - 2,649 | | | - 3,326 | | | - | 5,975 |
| 60% Claim | | | - 83,664 | | | | - | 83,664 |
| MBIE 100% | | | | | | - 125,199 | - | 125,199 |
| DoC Invoice | | - 200,000 | | | | | - | 200,000 |
| MFE | | - 100,000 | | | | | - | 100,000 |
| Total Recovery | - 2,649 | - 300,000 | - 83,664 | - | - 3,326 | - 1,279,512 | - 125,199 | - 1,794,349 |
| Westland DC Costs | - | 120,100 | 95,830 | 0 | 0 | 436,832 | 0 | 652,763 |
| Forecast Costs | | 43,560 | 69,563 | 71,100 | 0 | 783,656 | | 967,880 |
| Potential Future Cleanup Costs | | 240,000 | 160,000 | | | | | 400,000 |
| Less: Forecast Recovery Claim | | | | | | | | |
| MCDEM 60% Claim | | | - 96,000 | - 42,660 | | | - | 138,660 |
| NZTA 59% Claim | | | | | | -225,380 | - | 225,380 |
| NZTA 79% Claim | | | | | | -317,308 | - | 317,308 |
| Westland DC Forecast Costs | - | 283,560 | 133,563 | 28,440 | 0 | 240,968 | | 686,531 |
| Costs vs Recoverable Costs Summary | | | | | | | | |
| Total Costs | 2,649 | 703,661 | 249,057 | 71,100 | 3,326 | 2,500,000 | 125,199 | 3,529,793 |
| Total Recovery | - 2,649 | - 300,000 | - 179,664 | - 42,660 | - 3,326 | - 1,822,200 | - 125,199 | - 2,475,698 |
| 25.01.19 Council Agenda | - | 403,661 | 69,393 | 28,440 | - | 677,800 | - | Page 29 |



REPORT

West Coast Wilderness Trail
User Risk Assessment

Submitted to:

Westland District Council

Private Bag 704
Hokitika 7842

Submitted by:

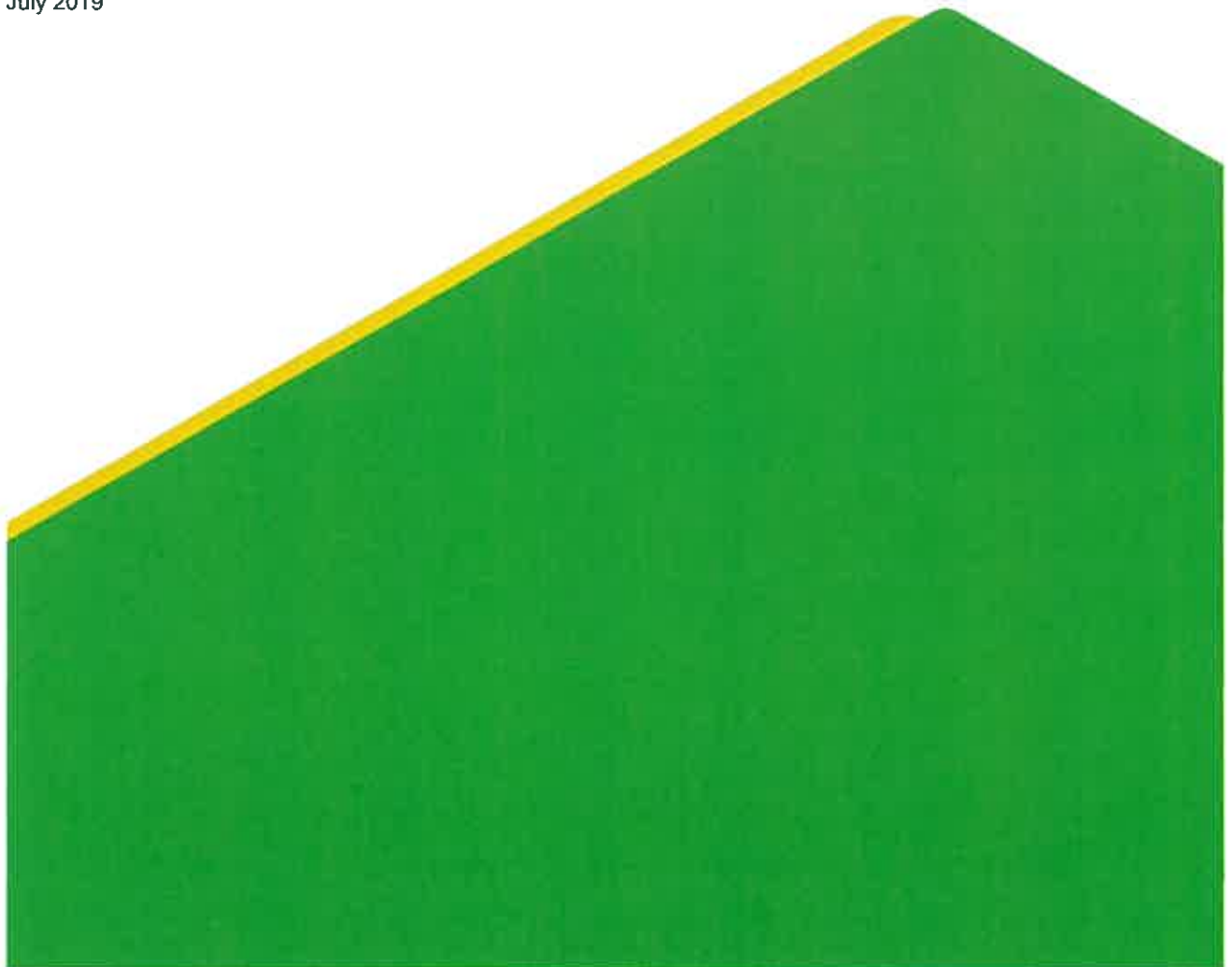
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July 2019



Record of Issue

| Company | Client Contact | Version | Date Issued | Method of Delivery |
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Draft WCWT Rider Safety Plans

1.0 INTRODUCTION

Golder Associates (NZ) Limited (Golder) has been requested by the Westland District Council (WDC) to undertake a cyclist risk assessment for the West Coast Wilderness Trial (WCWT), a 132 km long scenic recreational cycle path that goes from Greymouth to Ross and is part of Nga Haerenga, the New Zealand Cycle Trail. The track opened in 2013.

Storms on 27 March 2019, resulted in flooding of many rivers on the West Coast, some of which are traversed by the WCWT. WDC would like to better understand the safety risk posed to users by this recently demonstrated hazard, as well as to identify and quantify other hazards along the route. Management and mitigation of the pertinent risks can then be considered by WDC to achieve a risk profile for the whole cycleway that is acceptable to them. The Golder risk assessment will allow the reduction of user risk to be quantified.

We understand there are numerous stakeholders with an interest in the WCWT including: Trustpower, who have hydro-power generation in the area; Grey District Council, whose region includes the northern section of the WCWT north of the Taramakau River (track chainage 0 to 18 km); the Department of Conservation (DoC) who administers some areas of the track, and; MBIE due to its association with Nga Haerenga, the national network of cycle trails. There are also numerous commercial tourist operations associated with the track, including accommodation and cycle-tour operators.

2.0 BACKGROUND

2.1 Track Description

The WCWT is an off-road, relatively easy 'Grade 2' mountain bike track. The maximum track elevation is 317 m above sea level and it runs close to the coastline in several locations near to Greymouth, Hokitika and Ross. A plan that is available on the WCWT website has been reproduced in Appendix B (Figure 1). About a quarter of the route is flat, but in other areas it is steeper, although navigable. The terrain varies as the track passes adjacent to public roads, near the coastline, on farmland and through thick forest.

In the year to April 2019, the track had several thousand mostly domestic visitors who ride some or all of the track. We understand that most users are older than 50 years. Walkers also use the track; however, these are typically individuals that will walk a short distance from nearby roads. Measured track data (see Table 1) shows that in the hilly, central part of the track, the annual number of cyclists is approximately 10,000, with much greater numbers on the flatter sections, which we understand to be used by commuters, as well as tourists.

The track is described in terms of a route chainage and is physically marked on the ground with 1 km labelled markers, with 0 km at Greymouth and 132 km at Ross to the south. The majority of visitors completing most or all of the WCWT will ride from North to South; however, the track is two-way and many go in the opposite direction. Cyclists have several opportunities for accommodation and refreshment along the track. In the steeper, central sections is the milestone of Cowboy Paradise, a collection of recently constructed novelty buildings catering to cyclists. The owner of this and the surrounding land is Michael Milne.

Table 1: WCWT measured cyclist user data for 12 months to April 2019 (from data provided by WCDC – see Appendix D for a larger summary that includes pedestrian traffic).

| | Karoro | Taramakau | Kaniere Water Race | Hokitika Kaniere | Mahinapua | Ruatapu |
|----------------------------------|--------|-----------|--------------------|------------------|-----------|---------|
| Estimated track chainage (km) | 2 | 18 | 78 | 99 | 109 | 116 |
| Cyclist count in both directions | 35,869 | 9,501 | 8,313 | 18,763 | 20,179 | 10,224 |

2.2 Natural Hazards

The high rainfall experienced on the West Coast frequently leads to high river levels and flooding. On 27 March 2019, high river flows caused localised damage including washing away of road bridges, riverbank erosion and debris flows causing rerouting of floodwaters. Some sections of WCWT were inundated with debris, requiring reconstruction of several hundred metres of track. The cycle track crosses several water courses along its route, by bridge or on fords or dry ephemeral streams.

Two crossings that flooded in the recent March storms were at Weirs AW2 and AW3 in the headwaters of Wainihinihi Creek at approximate chainage 60 (see Figure 2). High flows at these weirs can make them impassable to track users. On these occasions 2 m high gates are closed either side of the crossings and an alternative route is used involving crossing on a road bridge downstream and re-joining the track nearby, although we understand that this is not a designated route and users cross at the private landowner's discretion. The road bridge is currently impassable due to flood damage, but it is planned for repair in the near future.

Of geological significance is the close location of the active Alpine Fault, which is located less than a kilometre away from the track for about 10 km near Kawhaka Pass and Cowboy Paradise. There is estimated to be a 27 % probability of a Magnitude 8 earthquake or greater on the Alpine Fault in the next 50 years¹. Numerous other smaller faults in the region could also produce earthquakes with strong ground-shaking, triggering landslides and blocking rivers in steeply sided valleys.

2.3 Available Track Hazard Information

The official WCWT website² provides useful information about the track route, including an elevation profile and areas for shelter. A separate 'Important Health & Safety Information' page has useful tips for managing risk that includes allowing sufficient time; not underestimating the effort required; allowing for mechanical breakdowns; consideration of weather and absence of cell phone coverage. No reference is made on this page of the high-water alternative crossing nor on the close-up route maps for the Weir AW2 and AW3 areas (see 'Explore The Trail' section on website).

WDC has made available the following draft safety documents that have not yet been officially adopted:

- West Coast Wilderness Trail Health and Safety Plan for Riders

¹ <https://www.stuff.co.nz/science/113354067/alpine-fault-is-better-understood-but-that-wont-stop-the-big-one>.

² <https://www.westcoastwildernesstrail.co.nz/>.

■ West Coast Wilderness Trail Trust Emergency Plan

These are reproduced in Appendix E. The plan for riders does provide a more detailed list of hazards, including reference to the high-water route. It is noted that neither document has a version number or date, which may make tracking updates difficult.

We do not know of plans or procedures for the emergency services in the event of a rescue of a track user being required.

3.0 SITE VISIT AND OBSERVATIONS

A site inspection was undertaken on 11 June 2019 of part of the WCWT. The inspection was led by WDC WCWT Group Manager David Inwood. For efficiency, Mr Inwood identified a sample of the track for the site visit that included areas previously identified as hazardous to users, as well as representative sections of track of different types. The track parallels roads in some areas, and some of these were observed from a vehicle.

Golder Engineering Geologist Matt Howard performing the visual inspection and unlike the other attendees, had not previously been to the site. Also attending was David Ritchie of Cycle Journeys, a cycle-tour company. The inspection in the eastern part of the track (south of Kawhaka Pass, around chainage 60) was accompanied by Trustpower Technical Team Leader Tim Brownlee and a Trustpower site assistant as Trustpower's hydropower generation infrastructure crosses or is adjacent to the track in this location. About 10 km of the inspection was completed on mountain bike, which gave a useful indication of the condition and difficulty of the track. The weather was raining for most of the inspection and the temperature was cool.

The following sections describe individual hazards that cyclists are exposed to that were discussed during the site visit.

River flooding during storm events

The March 2019 flood event demonstrated several areas where users are exposed to inundation by flood water, and/or debris flows. Damaging flooding and debris flows were experienced at AW2 and AW3 weirs, requiring days of clean up using an excavator (see Figure 3 and Figure 4). Crossing by cycle in this location may be hazardous for hours or days due to the possibility of being swept downstream. The existing control for this hazard is to alert users with signage at the weirs, guiding them to the alternative high-water route (see Table 6). When physical remedial works are being undertaken (e.g. removal of flood debris), Trustpower staff close gates either side of AW2 and AW3 weirs to isolate their 'workplace'. Unfortunately, there is anecdotal evidence that users determinedly bypass the gates in an effort to stay on the track.

The Trustpower site assistant offered a disturbing example of a mother and 10-year old son who attempted to cross turbid floodwater at a weir, only to retreat when the first bicycle started to get dragged downstream. Advice suggesting it was too dangerous was ignored. This demonstrates that users can become either too focussed on making a crossing despite the hazard, or they do not have the experience to judge the risk of crossing.

Flood events and debris flows can occur less regularly, but equally dramatically on the track wherever there is a catchment for stormwater and a supply of debris, such in the Cowboy Paradise area (see Figure 2). Normally low flowing creeks breached their banks during the March 2019 storms causing flooding and mobilisation of boulders and gravel debris. The catchment area can be significant and there are numerous

examples in the landscape of slope failures that readily provide debris to be mobilised downstream (see Figure 6).

West of Cowboy Paradise several hundred cubic metres of debris passed over the cycle trail for a length of approximately 50 m during the March 2019 storms. This was subsequently excavated to reinstate the track (see Figure 7).

Erosion of an artificial embankment caused by the March 2019 storms was observed, also west of Cowboy Paradise. Ponded water upstream of the embankment and downstream erosion significantly reduced the stability of the fill, causing an immediate likelihood of failure potentially putting people at risk of harm. The hazard was communicated on site to Mr Inwood and the Cowboy Paradise landowner, Mr Milne and documented by email³.

Falling into trackside water race

Water races that divert water to a Trustpower hydroelectric scheme run parallel for several kilometres in different sections along the inland part of the WCWT (Figure 9). They are approximately 2 m wide and vary in depth depending on water flow and channel depth, but are nominally 1 m to 2 m deep. These appear to be easily avoidable by cyclists as the track has a relatively flat grade where the water races are present. However, anecdotes were available during the site inspection of cyclists inadvertently falling into the water. A search in the media revealed a documented example of a tired journalist falling in, who noted that he "simply rode off the innocuous trail right into the creek. The bike was fully submerged and I only just scrambled out before joining it"⁴. It appears that complacency is exacerbated by fatigue in these areas. There are no reported cases of serious injury involving water races, but the potential clearly exists.

Narrow pedestrian boardwalks

Near Lake Mahinapua (approx. chainage 109 km) the WCWT involves lengths tens to hundreds of metres long of elevated boardwalk and bridges, most of which do not have a safety barrier (see Figure 10). The boardwalks are not wide enough to allow two bicycles to pass without stopping and carefully negotiating past each other. The boardwalks appear to be constructed for pedestrians, for which they are suitably sized. We understand that the boardwalk is owned and maintained by DoC. Cyclists falling from the boardwalks is an easily conceivable outcome, resulting in a fall in some locations of over 1.5 m, possibly into water. Bridge approaches are particularly hazardous to cyclists, with exposed end-railings and the potential to ride into deep water (see Figure 11). The site inspection personnel knew of at least one incident where a cyclist had fallen from the boardwalk.

Hokitika River bridge crossing

WCWT cyclists are guided onto the single pedestrian walkway at the Hokitika River bridge. The conditions for cyclists are unfavourable for the following reasons:

- The path is narrow, especially if opposing traffic interacts;
- The handrail is high and not smooth, potentially catching handlebars;
- The supports of the vehicle safety barrier protrude into the path and are not smoothed, presenting an impact hazard to falling cyclists;
- The bridge is exposed to strong crosswinds, destabilising cyclists;

³ Email M Howard to D Inwood on 12 June 2019.

⁴ <https://www.stuff.co.nz/travel/destinations/nz/84711093/cycling-the-west-coast-wilderness-trail> (30/09/2016)

Cyclists have been known to ride on the State Highway in preference to the walkway. The road environment is not compatible with cycles due to the lack of shoulder and the 100 kmph posted speed limit.

User age profile, experience and emergency response

WCWT users are relatively senior and the suitability of the trail for novice riders means that there is a potential for riders to overestimate their physical capability and be underprepared, possibly leading to a medical emergency. It is not known what emergency situations have occurred on the track. An actual rescue incident involving parents and their young children was discussed which involved logistical challenges of locating and extracting the patient. Communication in an area of no mobile network reception was a challenge, as was getting vehicle access.

Track surface condition

The track cycled during the site inspection was of a very high standard. No significant erosion was observed, which is surprising, given the rainfall and steep topography relative to the rest of the trail. Repairs were underway near Cowboy Paradise and a tracked truck was observed transporting surface gravel. Significant stretches of track have been reconstructed following the March 2019 floods.

Other

Miscellaneous land use hazards were discussed such as the potential for interaction with livestock or recreational shooters near the Cowboy Paradise area. These are considered a potential landowner or police matter and are not discussed further in this report.

4.0 RISK ASSESSMENT

Methodology

To enable prioritisation of hazard management and mitigation, we have itemised hazards discussed in the previous section and scored the likelihood of occurrence and associated consequence (see Table 3 and Table 4 in Appendix C) to give a comparative risk score of between 1 and 25 (Table 5). The likelihood threshold categories are approximately in steps of order-of-magnitude and the consequence categories relate to the severity of physical injury, from first aid injury to fatality.

No level of acceptability is defined. WDC should decide what level of risk is acceptable to track users and cost of mitigation would be a consideration. Clearly, if a risk score can be significantly reduced with minimal spending then this would be attractive to WDC. In some cases, mitigation will require commitment by third parties and the ranking highlights the relative risks. Risks to WDC or the reputation of the WCWT have not been considered, e.g., financial or reputational risks.

The hazards are listed and a score applied, as shown in Table 6 (Appendix C). While the consequences can be reasonably judged; however, estimating the likelihood of an event occurring is challenging without quantitative data. Therefore, the risk score is simply an approximate ranking tool only. The risk assessment would be improved by calibrating the inputs with real data and incorporating track patronage details. A more detailed risk assessment may be possible with this information.

Risk results

The results of the risk assessment are as follows:

- Risk score of 15 ('high' in Table 2)

- Debris flow hazard
- Boardwalk/bridge fall or collision
- Risk score of 10-12 ('medium' in Table 2)
 - Falling into water race
 - Hokitika River bridge crossing
 - Loss of traction
 - Health incidents
 - Large earthquake

Table 2: Risk score summary.

| Risk Score (Consequence x Likelihood, see Table 5) | Qualitative Descriptor |
|--|-------------------------------|
| 20-25 | Very High |
| 15-16 | High |
| 8-12 | Med |
| 4-6 | Low |
| 1-3 | Very Low |

5.0 HAZARD MANAGEMENT OPTIONS

This section discusses possible mitigation options for each of the hazards described in Section 3.0.

River flooding during storm events

Users must not cross weirs AW2 and AW3 when the rivers are in flood. We understand that WDC has previously considered installing a temporary high-level gantry-type structure that could be slid into place when appropriate. It is likely that this could inadvertently increase the risk to users by placing them over a flooded river where debris and/or trees could damage the bridge. A bridge design would require it to remain functional in a very large, infrequent event (e.g., 1 in 50 year or 1 in 100 year), which would probably lead to a significant, permanent structure located much higher than river level. This remediation is unlikely to be cost effective and management by controlling user behaviour may be more realistic.

To evaluate the effectiveness of existing controls, it would be useful to understand how often visitors attempt to cross the flooded weirs. Sightings by Trustpower staff could be collected and remote cameras could be used when gates are closed. It is possible that the Trustpower gates that are used to isolate the area during work activities should be closed when a stormwater threshold is reached. Upgrading of the gates may be necessary to make them more difficult to breach. It would be useful to review the messaging given to users on the WCWT website and by track signage. The WCWT currently has no guidance on flood conditions in the

'Important Health & Safety Information' section of its website⁵, although it is assumed that the draft safety plan will appear when internally approved (see Appendix E). It would also be useful to develop a criteria for gate closure as part of a Trigger Action Response Plan (TARP) or similar to limit the likelihood of users traversing flooded weirs.

If gate closure becomes part of routine hazard management, consideration should be given to providing user shelter, one at each of the gates. It is assumed that riders reaching a closed gate in flood conditions will be wet and cold. A shelter would provide the opportunity to stop out of the rain and consider sensible alternatives to climbing the closed gate. Information regarding flood hazard could be posted in these locations. This especially applies north of AW3 as southbound cyclists would have passed shelter some 11 km previously at Kawhaka Intake. A method of emergency communication may be useful here (e.g., radio) given the absence of mobile network coverage.

It would be useful to quantify how many journeys are made on the alternative flood route and whether it is fit for purpose and the loss-of-traction hazard is effectively communicated by signage. An evaluation should be made of the suitability of the grade and surface and, if necessary, suggestions of potential physical improvements, i.e., by localised regrading or resurfacing of challenging sections. This may be difficult to do as currently WDC do not have an easement on the alternative flood route.

Falling into trackside water race

There are various possible mitigation options to reduce the likelihood of cyclist entering water races. Of lowest effort and cost would involve communicating the hazard to users by installing on-the-track signage and/or markers and including the hazard on the track website (it is included in the draft safety plan in Appendix E). Short sections of fencing to separate the cycleway and water race have been installed at weirs AW2 and AW3 and these could be used elsewhere. It is important to understand the occurrence of injury from falling into the water race before significant expenditure on mitigation occurs.

Narrow pedestrian boardwalks

To mitigate the hazard of falling from the boardwalk, we recommend that an appraisal be undertaken by a cycle track geometrics expert⁶ who may provide guidance on appropriate boardwalk widths and bridge approach details. It would also be useful to acquire data on how often falling accidents occur.

Hokitika River bridge crossing

Mitigating the hazard to cyclists at this location could involve modifying the hardware on the sides of the pathway, or re-routing cyclists onto the road. It would be useful to know if cycle accidents have occurred on the bridge to better define the risk. Any work would require design input and permission from the New Zealand Transport Agency. Possible changes are likely to take a long time to plan and be expensive.

User age profile, experience and emergency response

The potential for a medical emergency due to exertion is obvious and requires active management. The WCWT provides useful guidance for riders on the Health & Safety page of their website on managing their journey in this regard. The trackside markers are also useful for cyclists to know their location. Lack of mobile phone communication on the inland section of the route is a severe impediment to contacting emergency services. Some of the track is not navigable by road vehicles. Helicopter rescue is available, but sometimes this may not be possible or desirable, especially during inclement weather.

⁵ <https://www.westcoastwildfemesstrail.co.nz/explore-the-trail/info/important-health-safety-information/>.

⁶ We understand this has taken place elsewhere on the track by Paul Kennett.

It would be useful to compile emergency callout data on an annual basis and review this to identify where improvements in response can be made. The single page Emergency Plan (reproduced in Appendix E) seems to be more of a contact list than a guide for emergency response.

Track surface condition

The track surface is in excellent condition and we understand it is regularly maintained. Providing this continues loss of traction is not expected to be greater than similar grade tracks elsewhere.

Earthquake hazard

The earthquake hazard potential is high due to the close location of the WCRT to major faults, particularly the Alpine Fault. Injury to track users is likely in the event of a large earthquake, which will also affect a large swath of the Alpine region. Emergency response is unlikely to be timely given the likely demands of a widespread disaster event. Realistically managing a low frequency, high consequence earthquake event can be difficult for mobile tourists who are not necessarily subject to the same hazard education and the local population. Civil Defence and the emergency services should be consulted to advise on best practice management.

6.0 CONCLUSIONS AND RECOMMENDATIONS

The WCWT is a popular recreational track, providing access to natural surroundings for many, mostly domestic tourists. A semi-quantitative risk assessment has been undertaken by Golder based on observed hazards and anecdotal reports of accidents to the trail. This has identified that the greatest risks to users are from flood and debris flow-related events, and from falling from elevated boardwalk sections of track. A lesser risk is estimated by the following: falling into the water race; crossing the Hokitika River bridge; health incidents (some age related) and emergency response delays, and; earthquake-induced hazards, such as large-scale slope failure.

The assessment is based on perceived occurrences of accidents and the results should be used to rank risk items. A better understanding of the frequency of accidents would give a more accurate indication of the risk and enable a cost/benefit analysis to guide expenditure on mitigation measures. As a result, the following recommendations should be considered as interim, pending the acquisition of accident statistics:

- We recommend that a study be undertaken to better quantify the numbers of medical treatment injuries. This would involve approaching healthcare providers, emergency responders and nearby residents. The risk assessment can be updated if additional data is sufficiently detailed. This would be a useful first action as it could identify new hazards and provide confidence in potential mitigation.
- The identified boardwalk hazard should be communicated to DoC by WDC as soon as possible. If adopted, upgrading works could be an expensive undertaking and negotiations and funding approvals would doubtless take some time.
- The management of the track at weirs AW2 and AW3 should be reviewed to evaluate the effectiveness of the current system and identify possible improvements. Evaluation may require data collection of user behaviour during track closure and high river flow to ensure mitigation is effective. The alternative flood route should also be evaluated for suitability for riders. A risk workshop involving WDC, Trustpower and emergency responders would be useful to drive a documented strategy.
- We recommend that the emergency response to accidents on the track be reviewed to ensure first responders are aware of the logistical issues of accessing patients. This could be conducted in the same

risk workshop as above. A key issue is the lack of communication options for much of the inland section of track.

- The hazard of cyclists falling into the trackside water race should be better communicated to users. This could involve including the hazard on the WCWT website or installing signage and/or trackside markers/barriers.
- WDC should approach NZTA about the options for improving usability to cyclists of the pedestrian walkway at Hokitika River bridge.
- We recommend that maintenance continue so the track is kept to the same impressively consistent standard. Reduced maintenance would lead to increased loss-of-traction accidents. Track wear will increase during periods of high patronage and during wet seasons.
- The hazard posed to the WCWT by major earthquakes should be further investigated. Civil Defence and the emergency services should be consulted to advise on best practice management.

7.0 LIMITATIONS

Your attention is drawn to the document, "Report Limitations", as attached (Appendix A). The statements presented in that document are intended to advise you of what your realistic expectations of this report should be, and to present you with recommendations on how to minimise the risks to which this report relates which are associated with this project. The document is not intended to exclude or otherwise limit the obligations necessarily imposed by law on Golder Associates (NZ) Limited, but rather to ensure that all parties who may rely on this report are aware of the responsibilities each assumes in so doing.

Golder Associates (NZ) Limited



Matt Howard
Associate Engineering Geologist



Tim McMorran
Associate | Principal Engineering Geologist

APPENDIX A

Report Limitations

Report Limitations

This Report/Document has been provided by Golder Associates (NZ) Limited ("Golder") subject to the following limitations:

- i) This Report/Document has been prepared for the particular purpose outlined in Golder's proposal and no responsibility is accepted for the use of this Report/Document, in whole or in part, in other contexts or for any other purpose.
- ii) The scope and the period of Golder's Services are as described in Golder's proposal, and are subject to restrictions and limitations. Golder did not perform a complete assessment of all possible conditions or circumstances that may exist at the site referenced in the Report/Document. If a service is not expressly indicated, do not assume it has been provided. If a matter is not addressed, do not assume that any determination has been made by Golder in regards to it.
- iii) Conditions may exist which were undetectable given the limited nature of the enquiry Golder was retained to undertake with respect to the site. Variations in conditions may occur between investigatory locations, and there may be special conditions pertaining to the site which have not been revealed by the investigation and which have not therefore been taken into account in the Report/Document. Accordingly, if information in addition to that contained in this report is sought, additional studies and actions may be required.
- iv) The passage of time affects the information and assessment provided in this Report/Document. Golder's opinions are based upon information that existed at the time of the production of the Report/Document. The Services provided allowed Golder to form no more than an opinion of the actual conditions of the site at the time the site was visited and cannot be used to assess the effect of any subsequent changes in the quality of the site, or its surroundings, or any laws or regulations.
- v) Any assessments, designs and advice made in this Report/Document are based on the conditions indicated from published sources and the investigation described. No warranty is included, either express or implied, that the actual conditions will conform exactly to the assessments contained in this Report/Document.
- vi) Where data supplied by the client or other external sources, including previous site investigation data, have been used, it has been assumed that the information is correct unless otherwise stated. No responsibility is accepted by Golder for incomplete or inaccurate data supplied by others.
- vii) The Client acknowledges that Golder may have retained subconsultants affiliated with Golder to provide Services for the benefit of Golder. Golder will be fully responsible to the Client for the Services and work done by all of its subconsultants and subcontractors. The Client agrees that it will only assert claims against and seek to recover losses, damages or other liabilities from Golder and not Golder's affiliated companies. To the maximum extent allowed by law, the Client acknowledges and agrees it will not have any legal recourse, and waives any expense, loss, claim, demand, or cause of action, against Golder's affiliated companies, and their employees, officers and directors.
- viii) This Report/Document is provided for sole use by the Client and is confidential to it. No responsibility whatsoever for the contents of this Report/Document will be accepted to any person other than the Client. Any use which a third party makes of this Report/Document, or any reliance on or decisions to be made based on it, is the responsibility of such third parties. Golder accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this Report/Document.

APPENDIX B

Figures



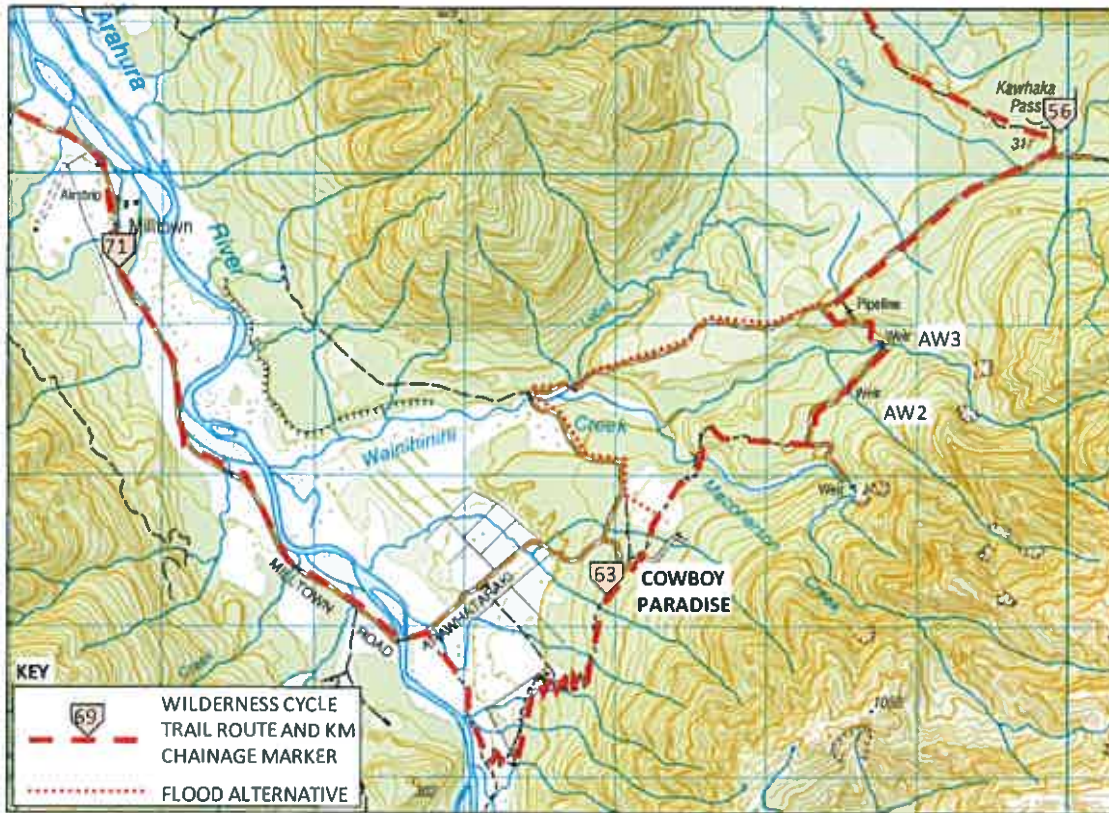


Figure 2: Close view of WCRT between Kawhaka Pass and Milltown.



Figure 3: Weir AW2 crossing following March flood damage. Red line shows route of cycle track. Photo supplied by D. Inwood, dated 30 March 2019.



Figure 4: Weir AW3 crossing during Golder site inspection following remedial flood earthworks. Red line shows route of cycle track.



Figure 5: Weir flood warning sign.



Figure 6: The catchment upstream of the WCWT above weir AW2 and AW3 showing numerous slope failures (yellow arrows). Photo Google Earth (taken 3-02-2019).



Figure 7: Recent clearing of a March 2019 debris flow to reopen cycle access. Debris flowed downhill from left to right. Photo west of Cowboy Paradise.



Figure 8: Flooding caused the diversion of river water behind an embankment that subsequently overtopped and eroded the downstream side. Photo west of Cowboy Paradise.



Figure 9: Example of a water race adjacent to the cycle trail.



Figure 10: Narrow DoC elevated boardwalk near Lake Mahinapua.



Figure 11: Example of a DoC bridge near Lake Mahinapua where transition narrows and hazards to cyclists from end of hand railing and potential drop into water either side of track.



Figure 12: The Hokitika River bridge. Off road pathway is narrow and road safety barrier supports present a hazard to cyclists. Note that there is no shoulder width for cyclists on the road. Photo facing Hokitika.

APPENDIX C

Risk Tables

Table 3: Likelihood criteria (adopted for WCWT by Golder).

| Likelihood Rating | Score | Description Summary |
|-------------------|-------|------------------------|
| Very High | 5 | Several times per year |
| High | 4 | Once per 1 year |
| Medium | 3 | Once per 1-10 years |
| Low | 2 | Once per 10-100 years |
| Very Low | 1 | Once per >100 years |

Table 4: Health and safety semi quantitative consequence criteria (modified from NZTA Z/44 - Risk Management).

| Consequence Rating | Score | Description Summary |
|--------------------|-------|--|
| Very High | 5 | Potential for fatality or multiple injuries |
| High | 4 | Potential for recoverable injuries requiring hospital treatment |
| Medium | 3 | Potential for recoverable injuries requiring medical treatment – employment lost time |
| Low | 2 | Potential for recoverable injuries requiring medical treatment – no employment lost time |
| Very Low | 1 | Potential for recoverable injuries managed by on site first aid |

Table 5: Risk score.

| | | Consequence: | | | | |
|-------------|---|--------------|------|--------|-----|----------|
| | | Very High | High | Medium | Low | Very Low |
| Likelihood: | | | | | | |
| | | 5 | 4 | 3 | 2 | 1 |
| Very High | 5 | 25 | 20 | 15 | 10 | 5 |
| High | 4 | 20 | 16 | 12 | 8 | 4 |
| Medium | 3 | 15 | 12 | 9 | 6 | 3 |
| Low | 2 | 10 | 8 | 6 | 4 | 2 |
| Very Low | 1 | 5 | 4 | 3 | 2 | 1 |

Table 6: WCWT user risk.

| Location, route (approx. route chainage, km) | Hazard | Details (incl fig#) | Risk Assessment | | | Possible Mitigation |
|--|------------------------------------|--|-----------------|------------------|-----------|--|
| | | | L Likelihood | C Consequence | R Risk | |
| Weir AW3 & AW2 (60) | Debris flow/ flooding | Flooding of ford crossings and/or debris flow | 3 | 5 | 15 | <ul style="list-style-type: none"> - Close track during storm events - Provide high water alternative crossing - Inform users of hazard |
| Water race (various, ~58) | Cyclists falling into race | Cyclists inadvertently steer into water race due to inattention or distraction | 4 | 3 | 12 | <ul style="list-style-type: none"> - Signage, marker posts, fencing |
| Boardwalk/ bridges (109) | Cyclist collision or falling | Boardwalk and bridges insufficient width and guarding for two-way cyclist/walker interaction. Localised fall potential >1.5 m. | 5 | 3 | 15 | <ul style="list-style-type: none"> - Re-evaluate boardwalk route to consider cyclist use and improve as appropriate (e.g., widen boardwalk, improve bridge approach and guardrails) |
| Hokitika River Bridge (100) | Pedestrian lane narrow | Dedicated pedestrian lane insufficient width. Side friction incompatible with handlebars and potential loss of balance. | 5 | 2 | 10 | <ul style="list-style-type: none"> - Re-evaluate pedestrian lane and optimise for use by cyclists. Would require compliance with (NZTA consultation). - Consider routing cyclists on road, but with controls, e.g., speed reduction, cycle lanes, signage etc (NZTA consultation). |
| General | Loss of traction | Users falling from bike due to inexperience or poor track conditions | 5 | 2 | 10 | <ul style="list-style-type: none"> - Inform users of track difficulty - Maintain track |
| General | Health incidents | Users underestimating difficulty of track leading to health incident | 5 | 2 | 10 | <ul style="list-style-type: none"> - Inform users of track difficulty - Emergency response plan |
| General | Alpine Fault earthquake or similar | Large earthquake causing landslides and/or flooding leading to loss of track | 2 | 5 | 10 | <ul style="list-style-type: none"> - Inform users of location of Alpine Fault and consequences of earthquake |

APPENDIX D

WCWT Visitor Numbers

Summary of track data by Golder using data in 'WCW Entire Data to April 01 19.xlsx' from Be Counted Technology Ltd, provided by WDC

| | | | | | | | | | | |
|--|---------------------------|--|--|-------|--|-----|--|--|-------|------------|
| TOTAL CYCLIST BOTH DIRECTIONS | Taramakau | | | | | | | | | 118 |
| WCW Taramakau Cyclists Exiting Towards Greymouth | | | | 4995 | | | | | | |
| WCW Taramakau Cyclists Into Trail | | | | 4505 | | 365 | | | | |
| WCW Taramakau Pedestrians Exiting Towards Greymouth | | | | 854 | | | | | | |
| WCW Taramakau Pedestrians Into Trail | | | | 964 | | 365 | | | | |
| WCW - Taramakau | | | | 11318 | | 365 | | | 11319 | 964 |
| TOTAL CYCLIST BOTH DIRECTIONS | Ruatapu | | | | | | | | | 116 |
| WCW - Ruatapu Cyclists Towards Ross | | | | 1338 | | | | | | |
| WCW - Ruatapu Cyclists Towards SH6 Ruatapu | | | | 3454 | | 171 | | | | |
| WCW - Ruatapu Pedestrians Towards Ross | | | | 283 | | | | | | |
| WCW - Ruatapu Pedestrians Towards SH6 Ruatapu | | | | 691 | | 171 | | | | |
| WCW - Ruatapu | | | | 5766 | | 171 | | | 12302 | 1474 |
| TOTAL CYCLIST BOTH DIRECTIONS | Mahinapua | | | | | | | | | 109 |
| WCW - Mahinapua Cyclists Towards Hokitika | | | | 4715 | | | | | | |
| WCW - Mahinapua Cyclists Towards Ruatapu | | | | 4771 | | 172 | | | | |
| WCW - Mahinapua Pedestrians Towards Hokitika | | | | 995 | | | | | | |
| WCW - Mahinapua Pedestrians Towards Ruatapu | | | | 1280 | | 172 | | | | |
| WCW - Mahinapua | | | | 11761 | | 172 | | | 25019 | 2723 |
| TOTAL CYCLIST BOTH DIRECTIONS | Karoro | | | | | | | | | 2 |
| WCW - Karoro Cyclists Towards Hokitika | | | | 7550 | | | | | | |
| WCW - Karoro Cyclists Towards Greymouth | | | | 9320 | | 172 | | | | |
| WCW - Karoro Pedestrians Towards Hokitika | | | | 7132 | | | | | | |
| WCW - Karoro Pedestrians Towards Greymouth | | | | 6923 | | 172 | | | | |
| WCW - Karoro | | | | 30925 | | 172 | | | 65753 | 14720 |
| TOTAL CYCLIST BOTH DIRECTIONS | Kaniere Water Race | | | | | | | | | 78 |
| WCW Kaniere Water Race Cyclists From Lake to Hokitika | | | | 5180 | | | | | | |
| WCW Kaniere Water Race Cyclists Towards Lake Kaniere | | | | 3122 | | 365 | | | | |
| WCW Kaniere Water Race Pedestrians From Lake to Hokitika | | | | 2408 | | | | | | |
| WCW Kaniere Water Race Pedestrians Towards Lake Kaniere | | | | 2485 | | 365 | | | | |
| WCW - Kaniere Water Race | | | | 13195 | | 365 | | | 11211 | 2488 |
| TOTAL CYCLIST BOTH DIRECTIONS | Hokitika Kaniere | | | | | | | | | 99 |
| WCW Hokitika Kaniere Cyclists Towards Kaniere | | | | 8481 | | | | | | |
| WCW Hokitika Kaniere Cyclists Towards Hokitika | | | | 10280 | | 365 | | | | |
| WCW Hokitika Kaniere Pedestrians Towards Kaniere | | | | 7315 | | | | | | |
| WCW Hokitika Kaniere Pedestrians Towards Hokitika | | | | 7616 | | 365 | | | | |
| WCW - Hokitika Kaniere | | | | 33692 | | 365 | | | 33696 | 7617 |
| Visitors Total collected (duration varies) | | | | | | | | | | |
| No. days data for | | | | | | | | | | |
| Visitors Total annualised | | | | | | | | | | |
| TRACK CHAIRMAN EST (hr) | | | | | | | | | | |

APPENDIX E

Draft WCWT Rider Safety Plans

West Coast Wilderness Trail Trust Emergency Plan

The West Coast Wilderness Trail Trust is not directly responsible for Health and Safety on the trail. This is the responsibility of the Trail owners, predominantly the Grey and Westland District Councils, the Department of Conservation and Trustpower.

In major weather events and other emergencies the Trust assists where possible in the following ways:

1. Liaising with the trail owners.

The Council Contacts:

Westland District Council: David Inwood 64 3 756 9034 | M +64 21 08 793 793

Grey District Council: Andrew Kaye 03 769 8612 | Mob. 027 262 3541

The DOC Contact:

Tony Thrupp, 03 756 9164, 0278079110

The Trustpower Contact:

Tim Brownlee 027 7614483, 03 7369745

2. Broadcasting notifications and warnings on the website alert tab under the banner on the home page.
3. Posting messages on Facebook.
4. Ringing around the key contact people on the trail to check for updates on the trail condition. These people are:

Ross Beach Top 10 Holiday Park – Andy and Sue Stile, 03 4298 277, 021428566

Mahinapua Creek – Gavin and Cindy Hopper, 03 429 23322, 0274301777

Cowboy Paradise – Mike Milne 03 2809559

Kawhaka – Paul Sinclair - Three Mile 03 755 6003, The Farm 03 755 6004, 0272460266

Kumara – Jacqui or Helen - The Theatre Royal Hotel 03 736 9277

The Overall Trail – Chris Steel, 03 7555042, 0212633299

In the event of the trail manager being away, arrangements are put in place for others to lead this process and provide the posting of messages. Those currently called on are:

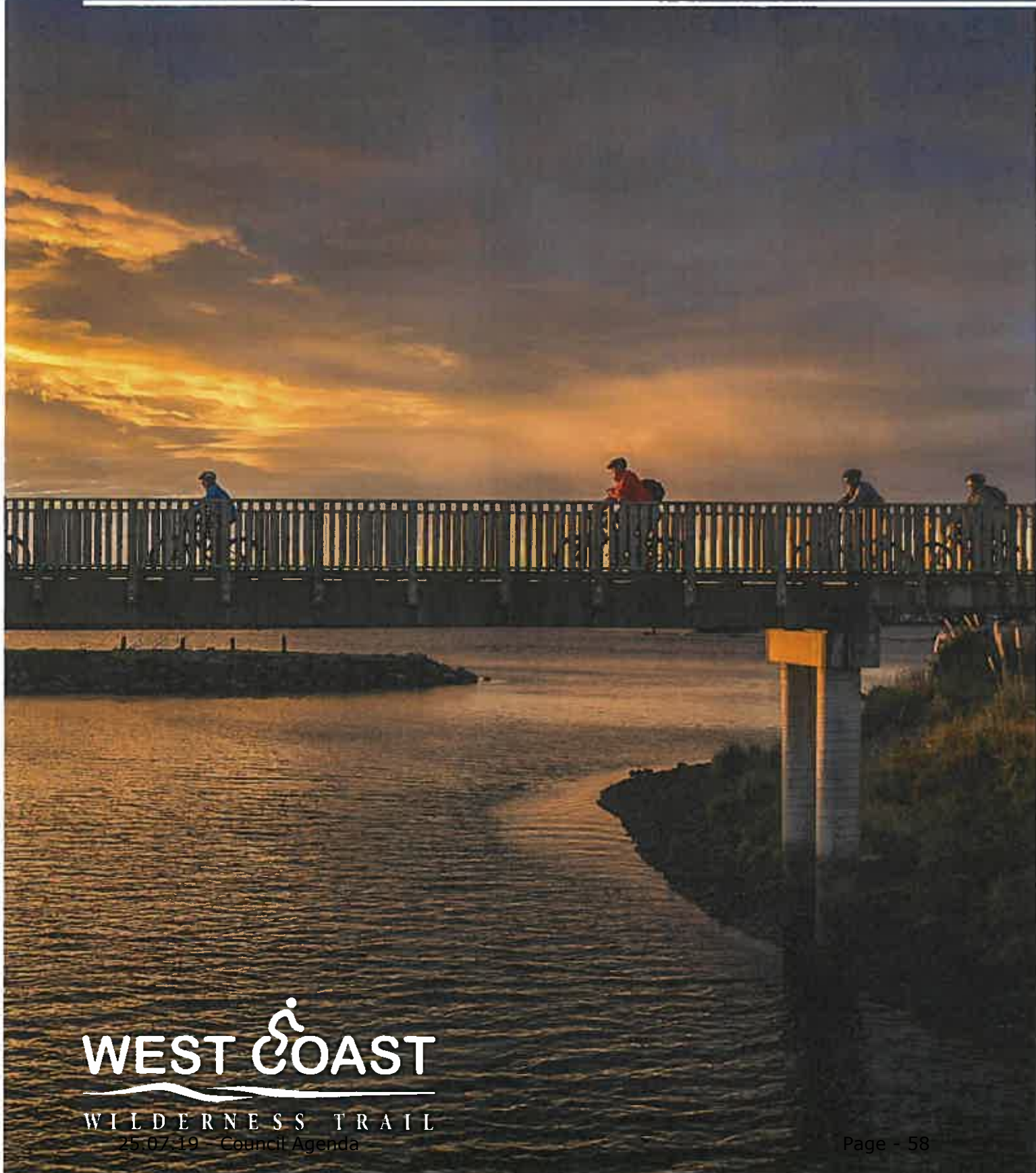
Jason Blair: Overall point of contact, Katabatic Creative, 03 755 7925 021 24 55 240

Updating the website: Jason Blair (or Tim Chesney – Make Collective 64 21 88 57 58)

Facebook Posts – Jason Blair, Katabatic Creative, 03 755 7925 021 24 55 240 or

Stephen Roberts 03 7627743

West Coast Wilderness Trail Health and Safety Plan for Riders



WEST COAST

WILDERNESS TRAIL

25.07.19 Council Agenda

Introduction

The West Coast Wilderness Trail is one of the leading trails amongst the Nga Haerenga New Zealand Cycle Trail Great Rides. Riders can enjoy 133km of ever changing scenery stretching from the Tasman Sea to riding up under the Southern Alps and back to the sea. This amazing wilderness trail has been constructed to a very high standard and is a Grade 2 Easy ride.

Like all trails there are hazards that riders should be aware of. Those identified to date are outlined below. If you require special information on access for reasons of disability, please check the Access Information tab on our website. If the information you need is not included please contact the trail manager directly on **email: manager@westcoastwildernesstrail.co.nz**

OVERALL WARNING

Our overall warning and advice to anyone looking to enjoy the trail is, no matter what level of rider ability you have, you will be in an alpine environment and should always take responsibility for your own care and wellbeing. Make sure you have warm and wet weather clothing, food and water and observe the advice in this guide.

Trail alerts are posted on the homepage of the trail website and on Facebook. Please check these before leaving on your ride.



HEALTH AND SAFETY THROUGHOUT THE TRAIL

- Plan your trip and allow plenty of time to complete the sections.
- Check the weather forecast as conditions can change quickly.
- Carry suitable clothing to cover all conditions, food and water, sunblock and insect repellent and a bike repair kit.
- Follow the signs and stay on the trail at all times. Respect private land.
- Tell someone your plans.
- Download the trail map from the website and carry it. It contains all the information on toilet stops and shelters. Consider also downloading the free Great Rides mobile app of the trail.
- No dogs please. Much of the trail is on Department of Conservation Reserve or private farmland. Dogs are a hazard to stock and wildlife.
- Cellphone coverage is not available on much of the trail between Kumara and Hokitika and then again around Mahinapua.
- Watch out for bollards at a number of locations. The bollards have been installed to restrict motorised use of the trail.
- Take care where the trail is on or crosses the State Highway. Normal road rules apply.
- Throughout the trail there are many boardwalks and bridges without side rails or kick-boards. Please take care when crossing and walk your bikes across if you are not confident negotiating these on your bike.
- If you strike a section of the trail that has barrier, hazard tape across it, a closed gate or a closed sign please do not proceed. Follow any alternative signage or reverse back along the route you have just come.



Hazards to watch out for on specific parts of the trail

ROSS TO HOKITIKA

Horses: Some sections of the trail are used by people riding horses particularly the section between Ross and Ruatapu. Take care when passing.

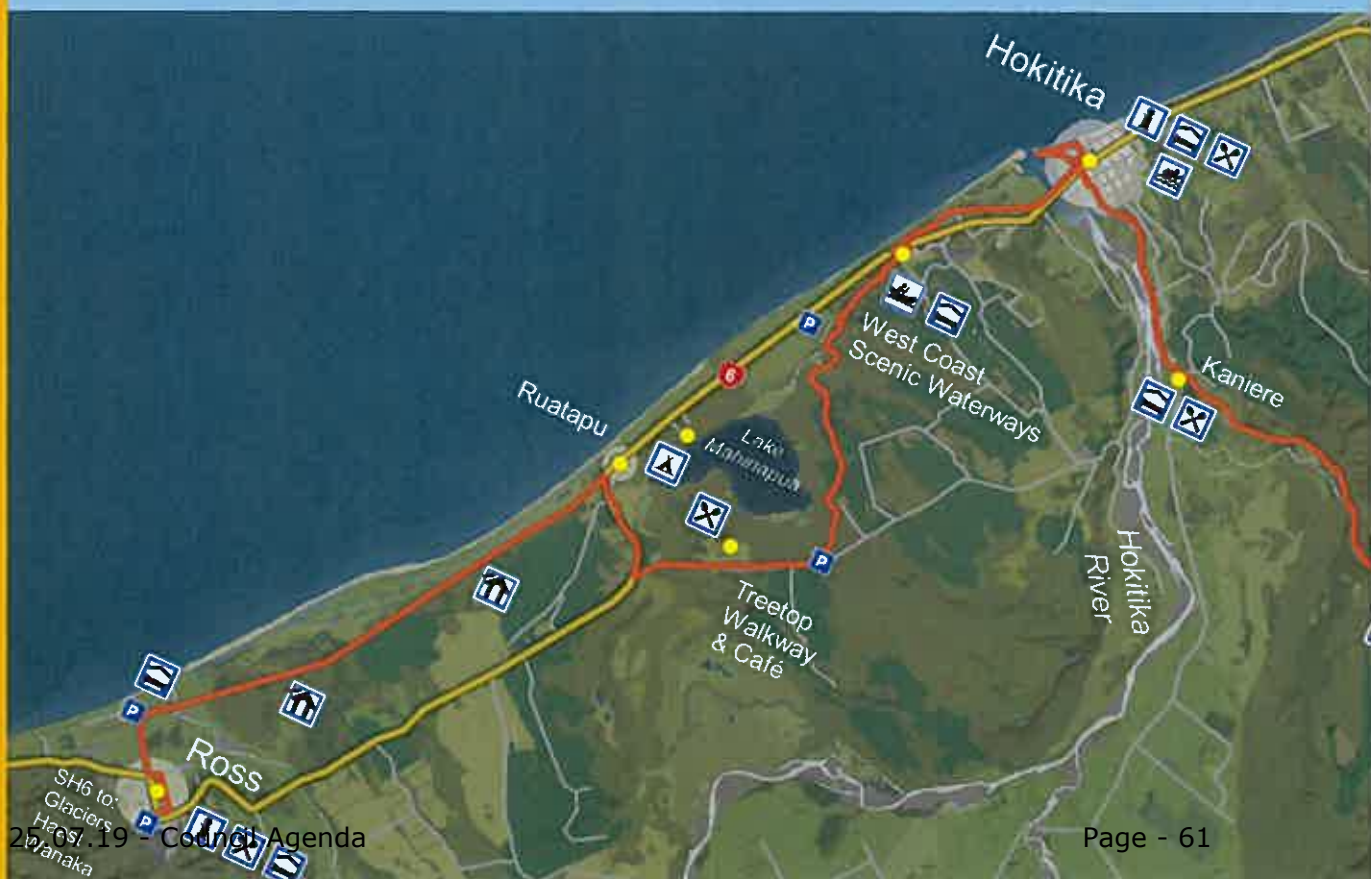
Cellphone: Much of this part of the trail has patchy or no service.

Boardwalks: A number small bridges and the boardwalks in this area are without side rails and kick boards. If riders are uncertain about crossing, please dismount and push your bikes across.

State Highway: Care is needed when approaching and crossing the State Highway adjacent the Mahinapua Creek Bridge. The road comes up quickly immediately south of the bridge.



Mahinapua Boardwalk without sides.

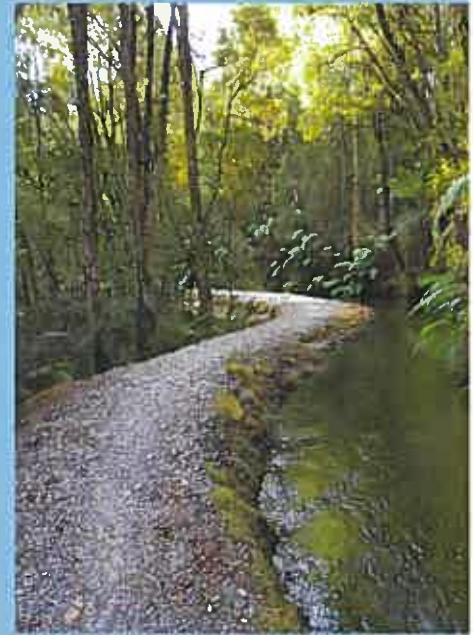


HOKITIKA TO LAKE KANIERE

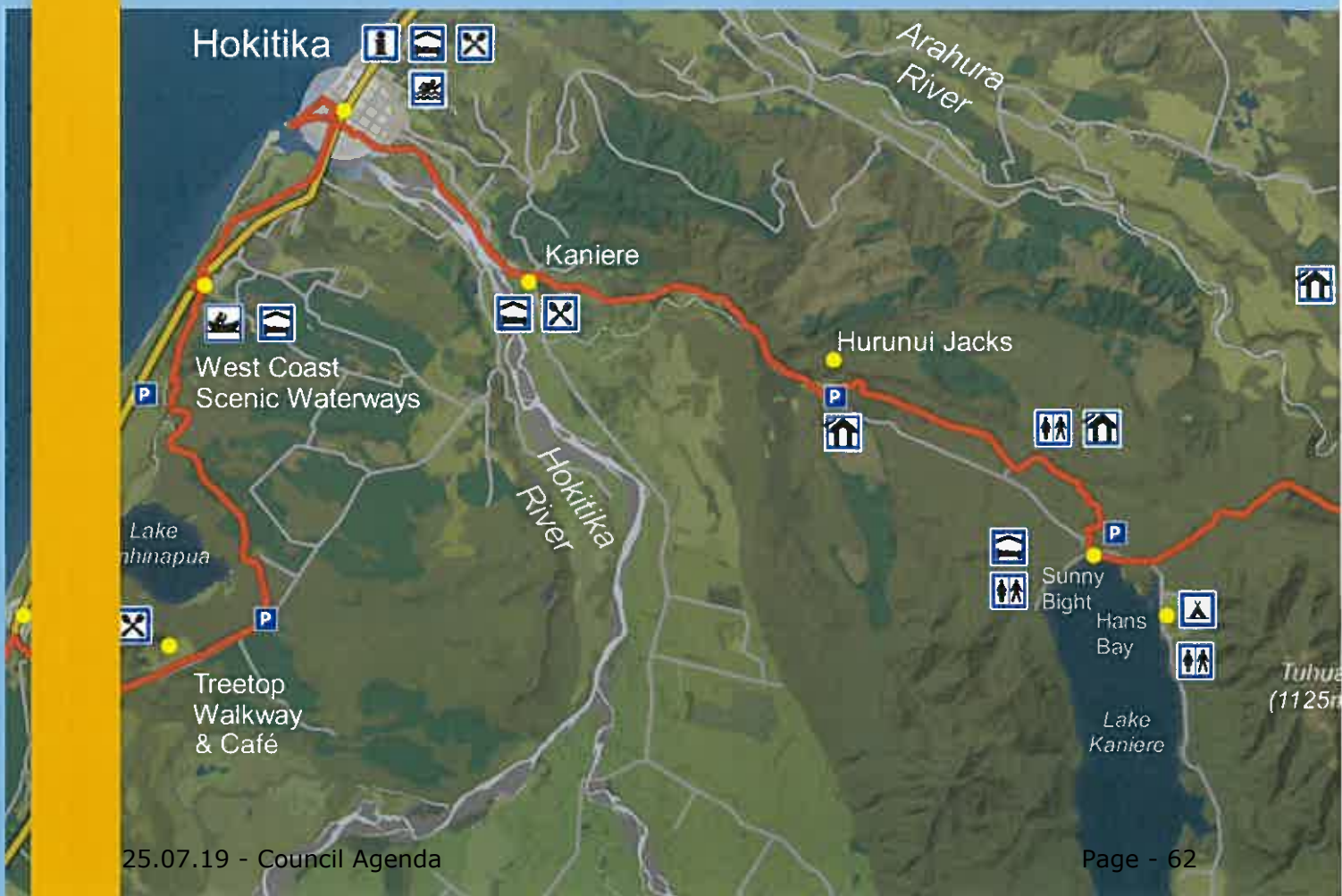
State Highway: Around 10km of this ride is on the Lake Kaniere Rd. Please keep left and take care. Normal road rules apply.

Bridges: There are a number of small bridges across sections of the water race that are narrow.

Kaniere Water Race: Please take care while riding alongside the water race and Swimming in the water race is prohibited. Some sections are narrow.



Kaniere Water Race: trail adjacent the water race without barriers.



IMAGES OF POTENTIAL HAZARDS:



Narrow curved bridge



Barriers with reflector tape

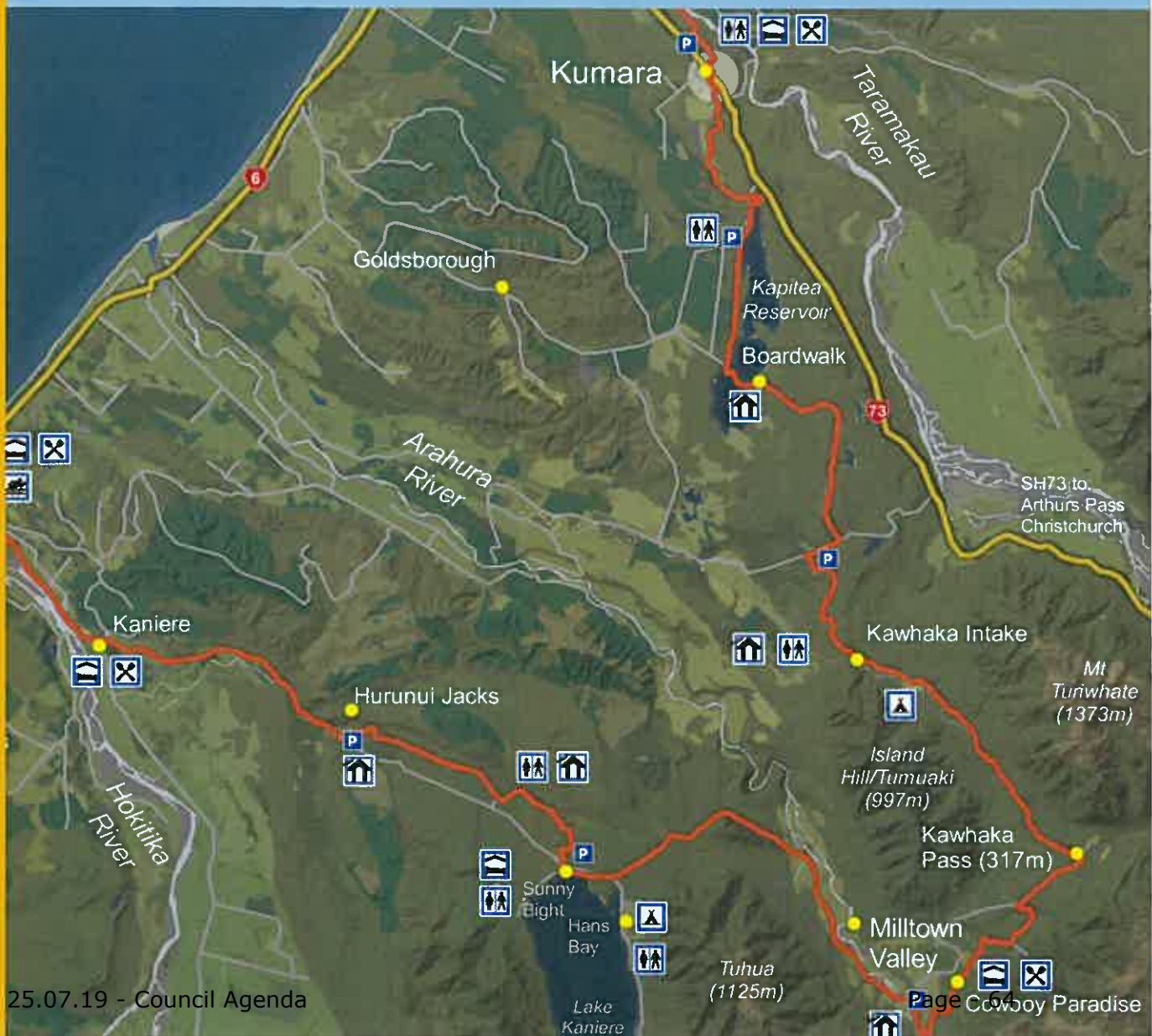


LAKE KANIERE TO KUMARA

Remote, no cellphone coverage, no food or water: This section follows underneath the Southern Alps. Unless Cowboy Paradise is your destination there are no food stops, no cellphone coverage and only other trail riders. Please go fully self-prepared with everything you need.

Milltown Road: This is a gravel road that can be dusty if cars pass. Take care

Stock: The ride up to Cowboy Paradise and immediately north is through a paddock containing stock. Please keep to the trail and do not approach or frighten the stock.



High Water Route: In times of extreme rainfall the weirs north of Cowboy Paradise may be high and impassable. If this is the case and these are not at low levels biking back to the sign marking the high water route is essential.

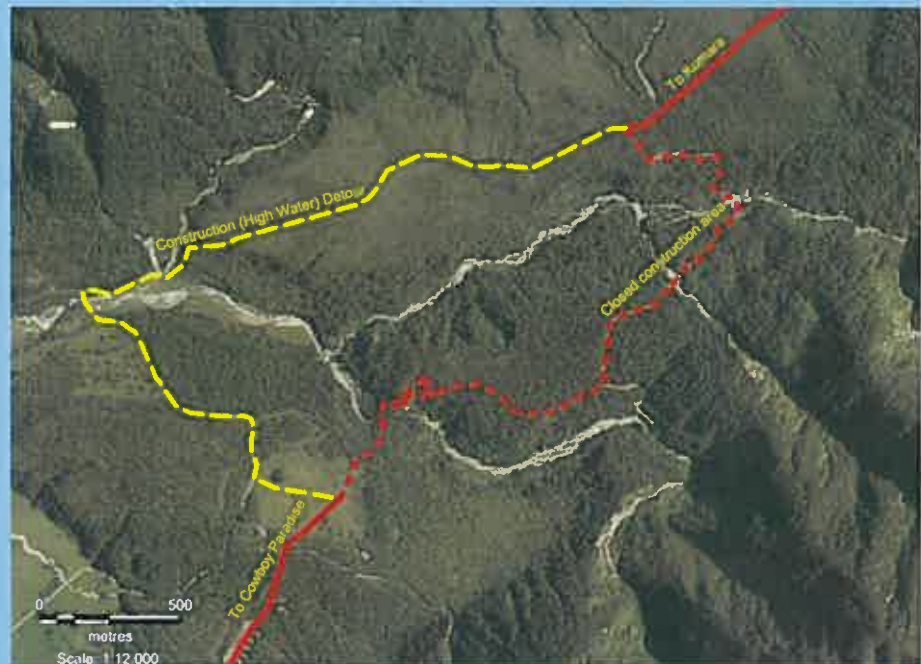
Swing Bridge at Kawaka: This bridge is 905mm wide.

Boardwalks: There are boardwalks without barriers. If in doubt please push your bikes.

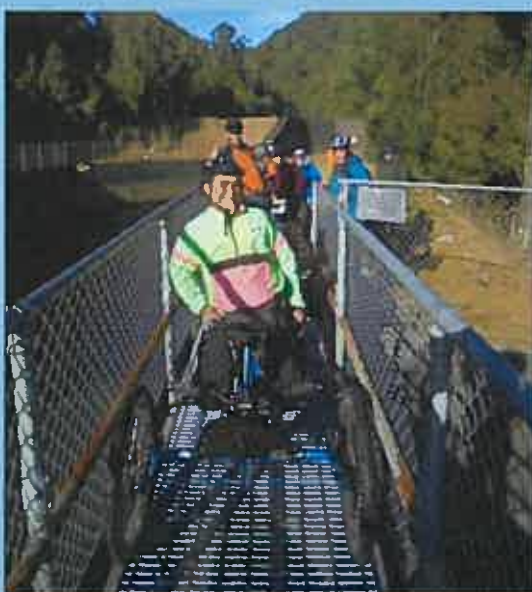
Millton Road



The High Water Route



Kawaka Swing Bridge



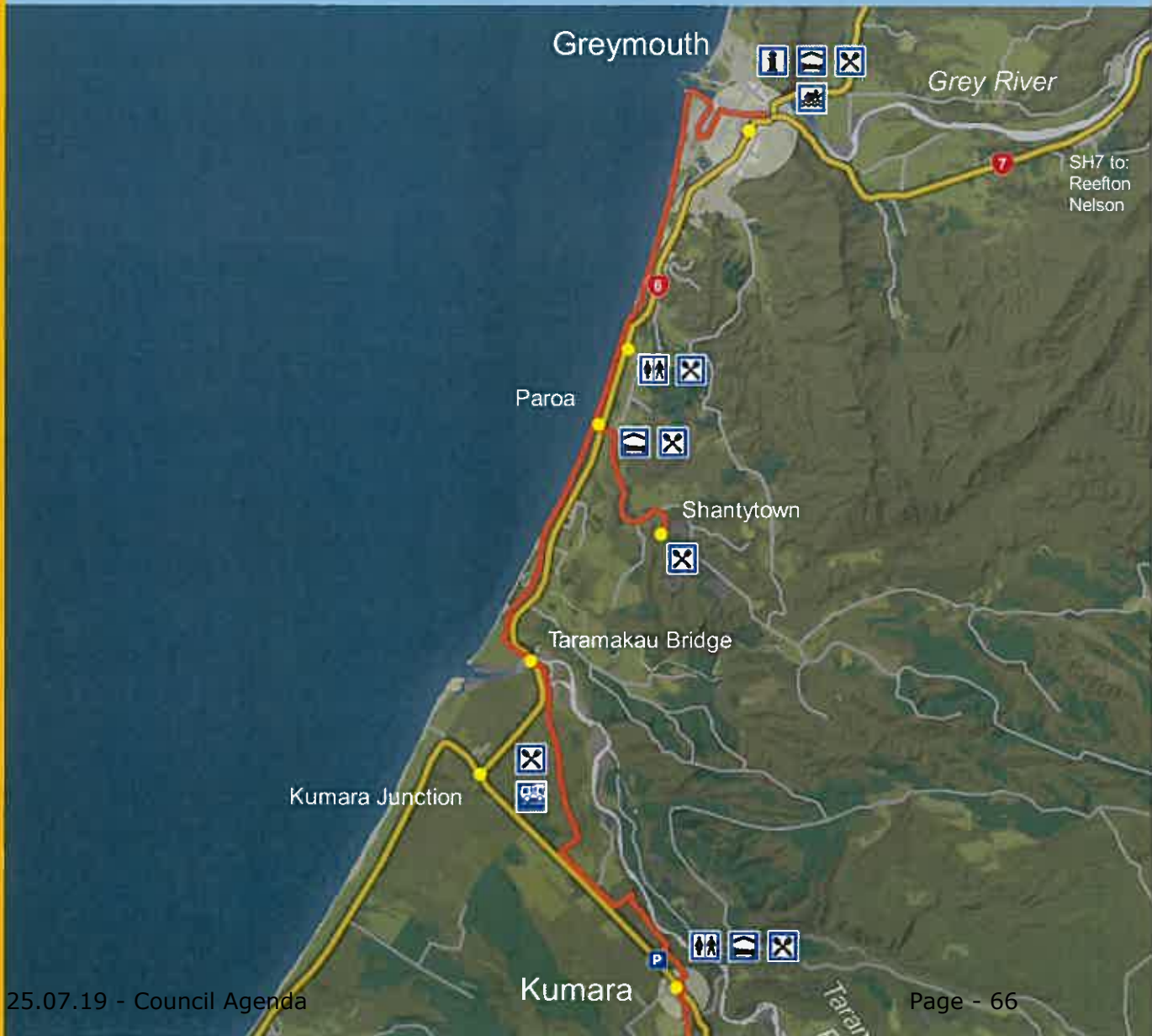
Boardwalks without sides



KUMARA TO GREYMOUTH

Storm Surges: In extremely bad weather the trail between the Karoro Domain and Grey River is susceptible to surges from the ocean.

No other hazards have been identified that requires special note where extra care is required in this section of the trail.





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Water Industry Operations Group NZ
84 Matai Road
Raumati South, Paraparaumu
NEW ZEALAND 5032
10 July 2019

Mr Simon Bastion
CEO Westland District Council
36 Weld Street,
HOKITIKA 7810

Dear Simon,

Re : Council Participation in 2019 Central South Island Tour

On behalf of the Water Industry Operations Group NZ (WIOG) and the Water Industry Operators Association of Australia (WIOA), I write to express the gratitude from both organisations for the involvement of council operational staff in our water conference industry tour.

Staged in conjunction with the WIOG Conference held in Christchurch from 8th to 10th May 2019, a group of 14 Australian water industry operators were provided the opportunity to visit several South Island water and wastewater sites prior to attending the conference.

I would like to acknowledge the contribution of David Inwood and Martin Ross from Westland DC, for hosting the tours of the Franz Josef wastewater treatment ponds and water treatment plant on the morning of Saturday 4th May 2019. This was followed by a tour of the wastewater ponds and water treatment plant in Hokitika on Sunday 5th May 2019.

David and Martin were extremely knowledgeable and gave the visiting operators a very different insight into risk management and the issues that your organisation manages in a very changing, challenging and dynamic environment.

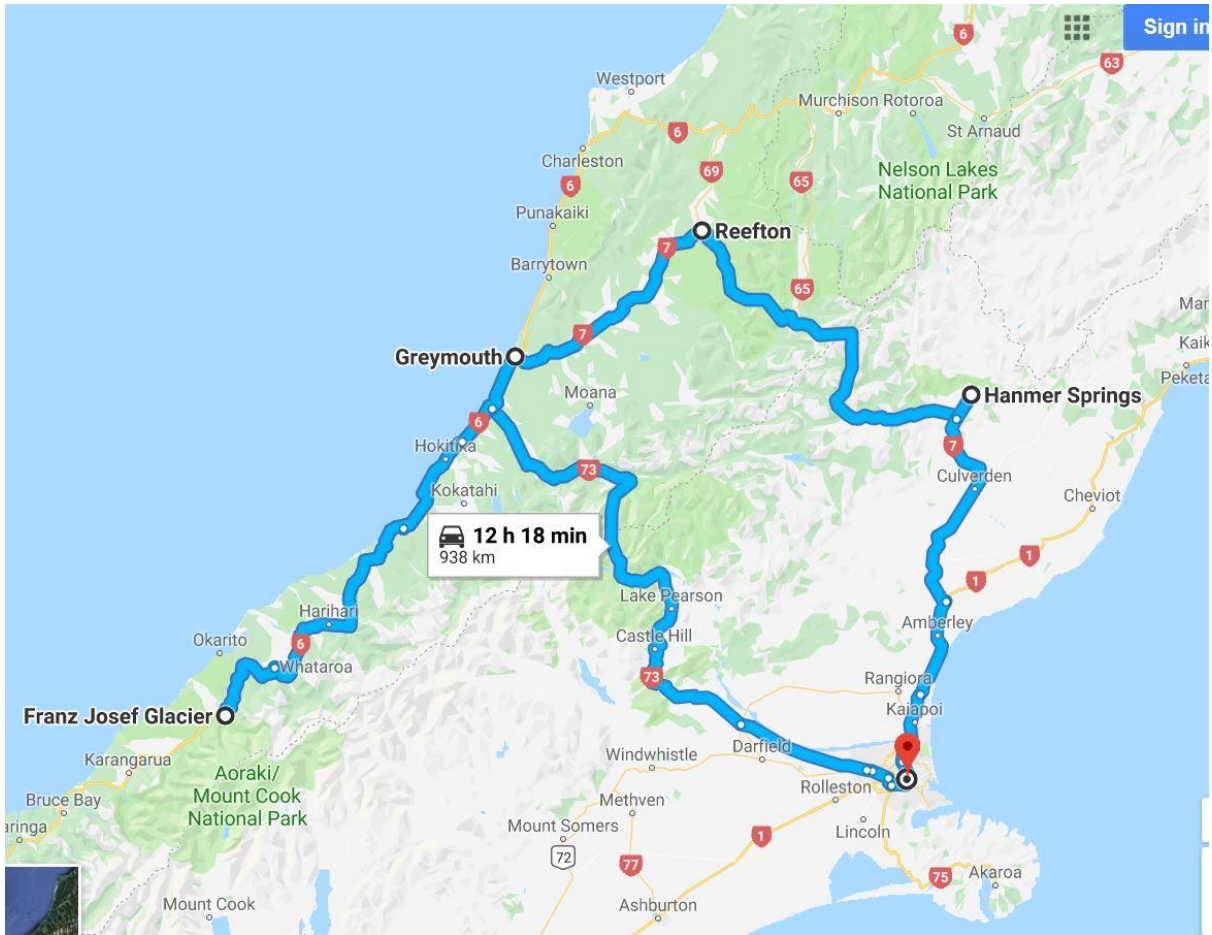
We appreciate that both David and Martin were prepared to use their own time on the weekend to deliver a fascinating tour of such an unspoilt part of New Zealand. Please pass on our formal thanks to David and Martin for their contributions.

Yours sincerely,

Craig Hiddleston
WIOG Executive Officer
Director

Nick Hewer-Hewitt
WIOG Chairman

George Wall
WIOA Managing



LGNZ AGM and Conference held in Wellington. 7-9 July 2019

Attendees: Deputy Mayor Martin, CE Simon Bastion and partners. Francois Tumahai and Tim Rochford (Excellence Awards) dinner.

Attended by nearly 600 local and central government delegates. The three day conference heard presentations from high profile speakers about significant issues and opportunities facing the sector and is a chance for the sector to learn best practice from one another.

The theme for LGNZ Conference 2019 was "**Riding the localism wave: Putting communities in charge.**" It was about communities and empowering them to take charge of their social, economic, environmental and cultural well-being through localism. This is a global concept reshaping governments around the world, recognising that best outcomes are a result of local people making local decisions about the places they live.

Sunday 7th July 2019

Young Elected Members catch up | He hui whakawhanaunga mā nga Mema Taiohi i Pōtitia

This session was an informal discussion time with Young Elected Members (under 40) from around the country. The guest speaker was Chlöe Swarbrick Green List MP.

Local Government New Zealand AGM | Te Hui ā-Tau o Local Government New Zealand

Remits:

1. Climate change – local government representation

That LGNZ calls on the Government to include local government representation (as determined by local government) at all levels of policy development, technical risk and resilience assessment, and data acquisition on climate change response policies – with an emphasis on climate adaptation: policy; legal; planning; and financial compensation regimes.

The remit was passed with 100 per cent support of the sector.

2. Ban on the sale of fireworks to the general public

That LGNZ works with central government to introduce legislation to ban the sale of fireworks to the general public and end their private use.

The remit was passed with 67 per cent support of the sector.

3. Traffic offences – red light running

That LGNZ request the Government to bring into line camera and officer detected red light running offences with other traffic offences that incur demerit points.

The remit was passed with 87 per cent support of the sector.

4. Prohibit parking on grass berms

To seek an amendment to clause 6.2 of the Land Transport (Road User) Rule 2004 to prohibit parking on urban berms.

The remit failed with 71 per cent of the sector against.

5. Short-term guest accommodation

That LGNZ advocates for enabling legislation that would allow councils to require all guest accommodation providers to register with the council and that provides an efficient approach to imposing punitive action on operators who don't comply.

The remit was passed with 70 per cent support of the sector.

6. Nitrate in drinking water

That LGNZ recommend to the Government the funding of additional research into the effects of nitrates in drinking water on human health, and/or partner with international public health organisations to promote such research, in order to determine whether the current drinking water standard for nitrate is still appropriate for the protection of human health.

The remit was passed with 95 per cent support of the sector.

7. Local Government Official Information and Meetings Act (1987)

That LGNZ initiates a review of Local Government Official Information and Meetings Act (1987) (LGOIMA) request management nationally with a view to establishing clear and descriptive reporting for and by local authorities that will create a sector-wide picture of:

- Trends in the volume and nature of LGOIMA requests over time.
- Trends in users.
- The impacts of technology in terms of accessing information sought and the amount of information now held by local authorities (and able to be requested).
- The financial and resource impacts on local authorities in managing the LGOIMA function.

That LGNZ use the data obtained to:

- Identify opportunities to streamline or simplify LGOIMA processes.
- Share best practice between local authorities.
- Assess the value of a common national local government framework of practice for LGOIMA requests.
- Identify opportunities to advocate for legislation changes on behalf of the sector (where these are indicated).

The remit was passed with 95 per cent support of the sector.

8. Weed control

That LGNZ encourages member councils to consider using environmentally friendly weed control methods.

The remit was passed with 93 per cent support of the sector.

9. Building defects claims

LGNZ calls on central government to take action as recommended by the Law Commission in its 2014 report on "Liability of Multiple Defendants" to introduce a cap on the liability of councils in New Zealand in relation to building defects claims whilst joint and several liability applies.

The remit was passed with 93 per cent support of the sector.

10. Social housing

That LGNZ, in conjunction with central government, urgently focus on the development and implementation of a broader range of funding and financing tools in respect of community/social housing provision, than those which currently exist in the housing needs space. These should include funding to

support the operation, upgrade and growth of council housing portfolios and, where a council chooses, access to Income Related Rents for eligible tenants.

The remit was passed with 96 per cent support of the sector.

11. Procurement

That LGNZ investigate the ability of the sector to collaborate in procuring open-source designs and plans for bulk infrastructure that are largely similar, with an initial approach to look at water and wastewater treatment facilities.

The remit was passed with 96 per cent support of the sector.

12. Single use polystyrene

That LGNZ advocates to the Government to phase out single use polystyrene.

The remit was passed with 95 per cent support of the sector.

13. Local Government Act 2002

That LGNZ pursue an amendment to the Local Government Act 2002 to:

a. Re-number sub-sections 181 (5) and (6) to sub-sections (6) and (7);

and

b. Introduce a new sub-section (5) to read: For all purposes the term “any work” in subsection 4 means any works constructed before xx Month 20xx; and includes any works that were wholly or partly in existence, or work on the construction of which commenced, before xx Month 20xx.

The remit was passed with 92 per cent support of the sector.

14. Campground regulations

That LGNZ request the Government to amend the Camping – Ground Regulations to allow councils to approve remote camp facilities on private property, subject to any such conditions as deemed required by a council, including the condition that any approved campground is x distance away from an existing campground, unless the existing campground operator agrees to waive this condition in writing.

The remit was passed with 86 per cent support of the sector.

15. Living wage

Wellington City Council asks that LGNZ members consider engaging with the Living Wage Aotearoa New Zealand Movement when developing policies on payment of the Living Wage.

The remit was passed with 62 per cent support of the sector.

16. Sale and Supply of Alcohol Act

LGNZ, on behalf of its member councils ask for a review of the effectiveness of the Sale and Supply of Alcohol Act 2012 in reducing alcohol harm (eg price, advertising, purchase age and availability) and fully involve local government in that review.

The remit was passed with 88 per cent support of the sector.

17. Greenhouse gases

Wellington City Council asks that LGNZ members collectively adopt the position that government should revise the Resource Management Act 1991 to adequately consider the impact of greenhouse gases

when making decisions under that law and to ensure that the Resource Management Act 1991 is consistent with the Zero Carbon Bill.

The remit was passed with 64 per cent support of the sector.

18. Climate change – policy framework

That LGNZ recommends to government that they establish an independent expert group to develop a new policy framework for adapting to climate change impacts as recommended by the Climate Change Adaptation Technical Working Group (CCATWG). This new expert group would be supported by a secretariat and stakeholder advisory group.

The remit was passed with 95 per cent support of the sector.

19. Road safety

1) That LGNZ acknowledges that the New Zealand Transport Agency's (NZTA's), Code of Practice for Temporary Traffic Management (CoPTTM) is a comprehensive and robust document, and that NZTA ensures the CoPTTM system is regularly reviewed, refined and updated. However, in light of the recent road worker fatalities LGNZ requests NZTA, in partnership with Road Controlling Authorities (RCAs);

i) Review afresh its Code of Practice for Temporary Traffic Management (CoPTTM) to satisfy themselves that;

(a) The document provides sufficient guidelines and procedures to ensure approaching traffic are given every possible opportunity to become aware of the worksite ahead and to respond appropriately and in a timely manner.

b) Review its CoPTTM Training System to ensure;

i) Trainers are sufficiently qualified and adequately covering the training syllabus.

ii) Site Traffic Management Supervisors (STMS's) and Traffic Controllers (TC's) are only certified when they can demonstrate competence in the application of CoPTTM.

iii) A robust refresher programme is in place to ensure those in charge of Traffic Management on worksites remain current in the required competencies.

c) Review its Site Auditing requirements to ensure the traffic management at worksites is independently audited at a sufficient frequency to ensure compliance, and that a significantly robust system is put in place to enable enforcement of compliance.

2) That LGNZ takes steps to remind its members of their duties with respect to their role as Road Controlling Authorities including;

a) Appointing and sufficiently training and resourcing a Traffic Management Co-ordinator to ensure their obligations under the Health and Safety Work Act 2015, with respect to traffic management, are being met.

b) Adequately resourcing and undertaking audits of road work sites to ensure compliance with CoPTTM.

The remit was passed with 96 per cent support of the sector.

20. Mobility scooter safety

That LGNZ requests that government investigate the introduction of strengthened rules to govern the safe use of mobility scooters, particularly in relation to speed limits and registration.

Mobility scooters - The remit was passed with 73 per cent support of the sector.

E-Scooters - The remit was passed with 49 per cent support of the sector. (Passed because of the number of abstentions.)

21. Museums and galleries

That central government funding be made available on an annual basis for museums and galleries operated by territorial authorities with nationally significant collections.

The remit was passed with 91 per cent support of the sector.

22. Resource Management Act

That the selection of all independent commissioners for Resource Management Act hearings be centralised to improve independence and enhance the quality of decisions.

The remit failed with 76 per cent of the sector against.

23. Mayor decision to appoint Deputy Mayor

That LGNZ request the Government to amend S.41A of the LGA2002 to give mayors the same powers to appoint a deputy mayor as held by the Mayor of Auckland.

The remit failed with 72 per cent of the sector against.

24. Beauty industry

That LGNZ calls on the Government to develop and implement national guidelines, policy or regulations to achieve national consistency for the largely unregulated 'health and beauty clinic' industry.

The remit was passed with 84 per cent support of the sector.

Government's address | Te kauwhau a te Kāwanatanga

The Prime Minister Rt Hon Jacinda Ardern addressed the audience speaking about the important role of local government and the strong working relationships that central government has with the sector. The Prime Minister spoke about the water reviews currently going through the parliamentary system. She indicated that there would likely be a freshwater regulator administered by central government, but Wastewater and Stormwater were to continue to be the responsibility of local government.

LGNZ President's address | Te kauwhau a te Tumuaki o LGNZ

The President of LGNZ Mayor Dave Cull spoke about the work that has been undertaken by LGNZ during the past year. He spoke of a strong working relationship with central government, a strong focus on climate change and the sectors responsibility to lead within this space.

Te Maruata address | Te kauwhau a Te Maruata

The Chair of LGNZ Te Maruata, Bonita Bigham addressed the audience. The Chair of Te Maruata now has a seat on the National Council of LGNZ. She proposed a challenge to all councils to make a commitment to strengthening their relationship with mana whenua and working together to achieve equitable outcomes for all.

Opening keynote | Te kauwhau mātāmua whakatuwhera

Hon Dame Tariana Turia, former Leader of the Māori Party spoke about a Māori perspective of localism.

Monday 8th July 2019

Localism: No.8 wire fixes to New Zealand's challenges | Te Mana a Takiwā: He whakatikatika i puea ake i te paiaka harakeke mō ngā tāpokopokotanga o Aotearoa

Giving local people the power to make local decisions

Alex Walker, Mayor, Central Hawke's Bay District Council

Dr Lance O'Sullivan, founder and chair of The MOKO Foundation

Sharon Mason (Buller CEO) has invited Dr O'Sullivan to the West Coast to discuss his plans for pioneering "Digital Doctor".

Localism - what's your natural advantage? | Te mana ā-takiwā – he aha tō manawaora i tō rohe?

Incentivising communities to take a more proactive approach to local development

Phil O'Reilly, Managing Director, Iron Duke Partners

Kindly sponsored by NZ Transport Agency

Climate change - a stitch in time | Te panonitanga āhuarangi – kei tawhiti noa atu te hoariri e haere ana, kua kitea noatia mai

Alternative thinking to mitigating and adapting to the changing climate.

John Mauro, Chief Sustainability Officer, Auckland Council

Sophie Handford and Raven Maeder, School Strike 4 Climate NZ organisers

James Palmer, Chief Executive, Hawke's Bay Regional Council

Parliamentary Opposition's address | Te kauwhau a te Kaiārahi o te Āpitihana

A presentation on the party's view on localism and response to LGNZ's localism discussion paper.

Hon Jacqui Dean, Member for Waitaki, National Party

Have you drunk the central government Kool-Aid? | Kua rongu koe i te reka o te kakara o Tutunui, e tohaina nei e te Kāwanatanga ā-Motu?

An ex-local government back bencher view on localism.

Paul Eagle, Labour Party

Lawrence Yule, National Party

Chlöe Swarbrick, Green Party

Minister of Local Government address | Te kauwhau a te Minita mō te Kāwanatanga ā-Rohe

Hon Nanaia Mahuta, Minister of Local Government spoke about the recent and upcoming reforms to Local Government. She also spoke of the success a number of councils were having by partnering with their local communities and organisations to deliver real results for their ratepayers and citizens. The Government has recently restored the 4 wellbeings to the purpose of Local Government, through the amendment to the Local Government Act. That means, that by law, Councils are required to provide for the Cultural, Social, Economic and Environmental Wellbeing of their communities.

Housing and building in New Zealand - can we fix it? | Ngā whare me te hanga whare i Aotearoa – ka taea e tātou te āwhina?

Ensuring our infrastructure is not just fit-for-purpose, but supports sustained improvement in the quality of life for all New Zealanders, now and into the future.

Justin Lester, Mayor, Wellington City Council
Adrian Orr, Governor, Reserve Bank of New Zealand

Walkshops: Cultural well-being | Te oranga ā-ahurea

What the arts and cultural well-being means for communities | He aha te oranga ā-toi, ā-ahurea mā ngā hāpori

This walkshop was presented in a live Victorian Courtroom Drama. All participants were involved and four Councils shared what they were doing to support arts and culture within their areas. Wellington City Council spends \$20 million a year on arts and culture within their city. Other smaller Councils provide grants and opportunities for citizens to participate in the arts. All attendees saw it as their responsibility and role to provide and promote arts and culture within their communities. T

Conference dinner and LGNZ EXCELLENCE Awards | Te hākari o te hui me ngā Whakawhiwhinga HIRANGA a LGNZ

The EXCELLENCE Awards, now in their sixth year, recognise and celebrate excellent performance by local councils to promote and grow the well-being of their communities.

Gisborne's innovative Tupapa – Our Stand Our Story project, a bilingual, multimedia experience which connects local culture to the local environment, won the Fulton Hogan LOCAL EXCELLENCE Award. This project was also highly commended in the Creative New Zealand EXCELLENCE Award for Cultural Well-being section.

Wellington City Council won two of the award categories. Its ambitious and successful Wellington Waterfront project won the Martin Jenkins EXCELLENCE Award for Economic Wellbeing; and its popular Visa Wellington on a Plate festival won the Creative New Zealand EXCELLENCE Award for Cultural Well-being.

Rounding out the award winners were Palmerston North City Council and Taranaki Regional Council. Palmerston North's Festival of Cultures won the EXCELLENCE Award for Social Well-being; and Taranaki Regional Council won the Air New Zealand EXCELLENCE Award for Environmental Well-being for its large-scale Riparian Management Programme.

Hurunui District Council's Taking the Plunge – The story of HDC and the Waiau Pool, the post-earthquake rebuild of its local pool; and Napier City Council's new Andersen Park Playground project were both highly commended in the EXCELLENCE Award for Social Well-being category. Waitaki District Council was highly commended in the Martin Jenkins EXCELLENCE Award for Economic Well-being category for H2OOurHealth – Waitaki Water for Connected Communities, its project to build a pipeline for the supply safe and reliable drinking water.

LGNZ President Dave Cull said: "Our judges commended all the finalists in the awards and said there were more high quality entries in the LGNZ EXCELLENCE Awards this year than ever before. "Overall the judges felt the strongest entries demonstrated strong leadership and proven results over long periods of time, and particularly noted those with a strong strategic vision and a focus on delivery. The winners and highly commended entries are exceptional projects which are having a profound effect on the well-being of their communities."

LGNZ also honoured two extraordinary contributors to local government, outgoing West Auckland councillor Penny Hulse and Opotiki Mayor John Forbes with the Te Tari Taiwhenua Internal Affairs EXCELLENCE Award for Outstanding Contribution to Local Government.

The EXCELLENCE Award for Outstanding Contribution to Local Government recognises one or more individuals who have made an outstanding contribution to local government and was awarded by LGNZ's National Council.

The LGNZ National Council said "both award recipients are champions for their regions and outstanding leaders who have made a tremendous contribution to the sector".

The winners and finalists in the category awards for councils incorporate best practice criteria from LGNZ's CouncilMARK™ excellence programme, which is designed to improve the public's knowledge of the work councils are doing in their communities and to support individual councils to further improve the service and value they provide.

Tuesday 9th July 2019

Managing fresh water - best practice, breakthroughs in innovation and barriers | Te whakahaere i te wai māori – ngā tikanga pai rawa, ngā kōkiri hou mō te auahatanga, me ngā maioro

We all have a role to play - the government, the farming sector, the businesses who use freshwater, communities and individuals - and if we all work together we can make a big difference.

Doug Leeder, Chair, LGNZ Regional Group

Terry Copeland, Chief Executive, Federated Farmers

Geoff Simmons, Leader of The Opportunities Party and former CE of the My River programme

Out of the Shadows | Puta i te Ātārangi

Raising awareness of, and community support for, a greater investment in your community's cultural and natural heritage.

Natalie Palmer, Communication and Engagement Manager, Hamilton City Council

2018 Fulton Hogan EXCELLENCE Award for Community Engagement recipient - Out of the Shadows: Bringing Waipa's heritage to life.

Creating change: Inspiring leadership in local communities | 9ek awe kē I te ihu o te waka: Te whakahihi I te manawa o ngā kaihautū I ngā hapori ā-takiwā

Leadership in our communities

Colin D Ellis

Mayors Taskforce for Jobs AGM | Te hui ā-tau mō Taskforce for Jobs a ngā Koromatua

The Mayors Taskforce for Jobs AGM was held after the close of the conference. There were three rangatahi invited to speak to the gathering of Mayors.

Conclusion

The biggest learning's from this conference for me personally is that Westland is not unique in the issues that are facing us.

A conference like this is only worthwhile if we can take the learning's and place them into actions. So I challenge us, Westland District Council, how can we do better? How can we think smarter? How can we deliver better results and returns for our communities? Let us rise above the constant barrage of negativity and make a change. The buck stops with us, and the time is now.

Report



DATE: 25 July 2019
TO: Mayor and Councillors
FROM: Community Development Advisor

HAAST CIVIL DEFENCE AND COMMUNITY DEVELOPMENT

1 SUMMARY

- 1.1 The purpose of this report is to advise Council that the Haast Community communicating through the Haast Promotions Group would like to utilise funds, allocated for Civil Defence, from the Marks Road Reserve Fund.
- 1.2 This issue arises from a request from the Haast Community at a Public Meeting, indicating they would like to use a portion of the Marks Road Reserve Fund allocated to Civil Defence.
- 1.3 Council seeks to meet its obligations under the Local Government Act 2002 and the achievement of the District Vision adopted by the Council in May 2018, which are set out in the Long Term Plan 2018-28. These are stated on Page 2 of this agenda.
- 1.4 This report concludes by recommending the release of funds for the Stage One Purchase of Civil Defence Equipment, with the remainder of the funds allocated to Civil Defence be retained for use at a later date.

2 BACKGROUND

- 2.1 Proceeds from the sale of a portion of the Marks Road Local Purpose Reserve in Haast were allocated fifty percent for Civil Defence and fifty per cent into Haast Community Projects.
- 2.2 The total amount of funds being held from the sale of a portion of the Marks Road Local Purpose Reserve after legal fees: \$187,000.00

3 CURRENT SITUATION

- 3.1 The Haast Community had an advertised Public Meeting, Monday 8 July 2019, minuted by the Haast Promotions Group. The meeting discussed, identified and approved Civil Defence equipment for a Stage One Purchase.
- 3.2 The Haast Public Meeting, Monday 8 July, made no immediate decisions on Community Projects using the Marks Road Reserve fund, indicating they would have a Public Meeting at a later date to consider available options.
- 3.3 Stage One Purchase for Civil Defence approved at the Public Meeting included equipment to set up the Civil Defence EOC at the St John building, and purchasing a Satellite phone and generator for the school at Hannah's Clearing, detailed in **Appendix 1**.
- 3.4 The cost of this Stage One Purchase of Civil Defence equipment is \$7113.06 incl GST and presented in **Appendix 1**

4 OPTIONS

- 4.1 Option 1: Approve the release of funds from the Marks Road Reserve Fund for Stage One Purchase of Civil Defence equipment for the Haast Community.
- 4.2 Option 2: Do not approve the release of funds for Stage One Purchase of Civil Defence equipment.

5 SIGNIFICANCE AND ENGAGEMENT

- 5.1 This is of low level significance, with the Haast Community having a Public Minuted Meeting, making their request through the Haast Promotions Group to Council, for the release of funds from the Marks Road Reserve Fund for Civil Defence equipment for the Haast Community.
- 5.2 The Haast Community agreed at a Public Meeting Monday 8 July 2019, that Civil Defence equipment needed to be procured for the Haast Community.

6 ASSESSMENT OF OPTIONS (INCLUDING FINANCIAL IMPLICATIONS)

- 6.1 In terms of Option 1: The advantage of approving the release of funds from the Marks Road Reserve Fund for Civil Defence equipment aligns with Westland District Council's Long Term Plan of supporting communities to be become more resilient. Financial implications are low as these funds have

been set aside for the purpose of providing Civil Defence equipment for the Haast Community.

- 6.2 In terms of Option 2: The advantage of not approving the release of funds from the Marks Road Reserve Fund is the fund remains intact and the Haast Community can apply to utilise these funds at another time.

7 PREFERRED OPTION(S) AND REASONS

- 7.1 The preferred option is to approve the release of funds from the Marks Road Reserve Fund, for Stage One Purchase of Civil Defence equipment for the Haast Community.

8 RECOMMENDATION(S)

- A) **THAT** funds be released from the Marks Road Reserve Fund for Stage One Purchase of Civil Defence equipment for the Haast Community.

Sarah Brown
Community Development Advisor

Appendix 1: Items for purchase with costings, Marks Road Reserve fund

Appendix 1: Items for Purchase



CeeMU Cafe Chair Chrome Legs

Unit: Each

\$88.70 ex GST

Colour

Please Select

- 1 +

ADD TO CART

> *Show Product Pricing & Availability

Zoom

Figure 1: Office Chair x12



Boyd Visuals Acrylic Pivoting Mobile Whiteboard 1800x1200mm

Code: 1211544

Unit: Each

Shipped from Supplier

Delivery 1-5 Working Days

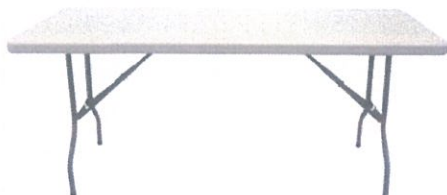
\$607.83 ex GST

- 1 +

ADD TO CART

Zoom

Figure 2: Whiteboards x2



Polypropylene Folding Table White/Graphite

Unit: Each

\$138.26 ex GST

Size

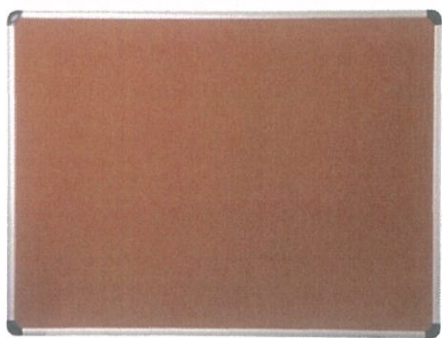
Please Select

- 1 +

ADD TO CART

> *Show Product Pricing & Availability

Figure 3: Tables x 2



Zoom

OfficeMax Cork Board Aluminium Frame 900x1200mm

Code: 1211595

Unit: Each

✓ In Stock Online



✓ Next business day delivery

\$155.65 ex GST

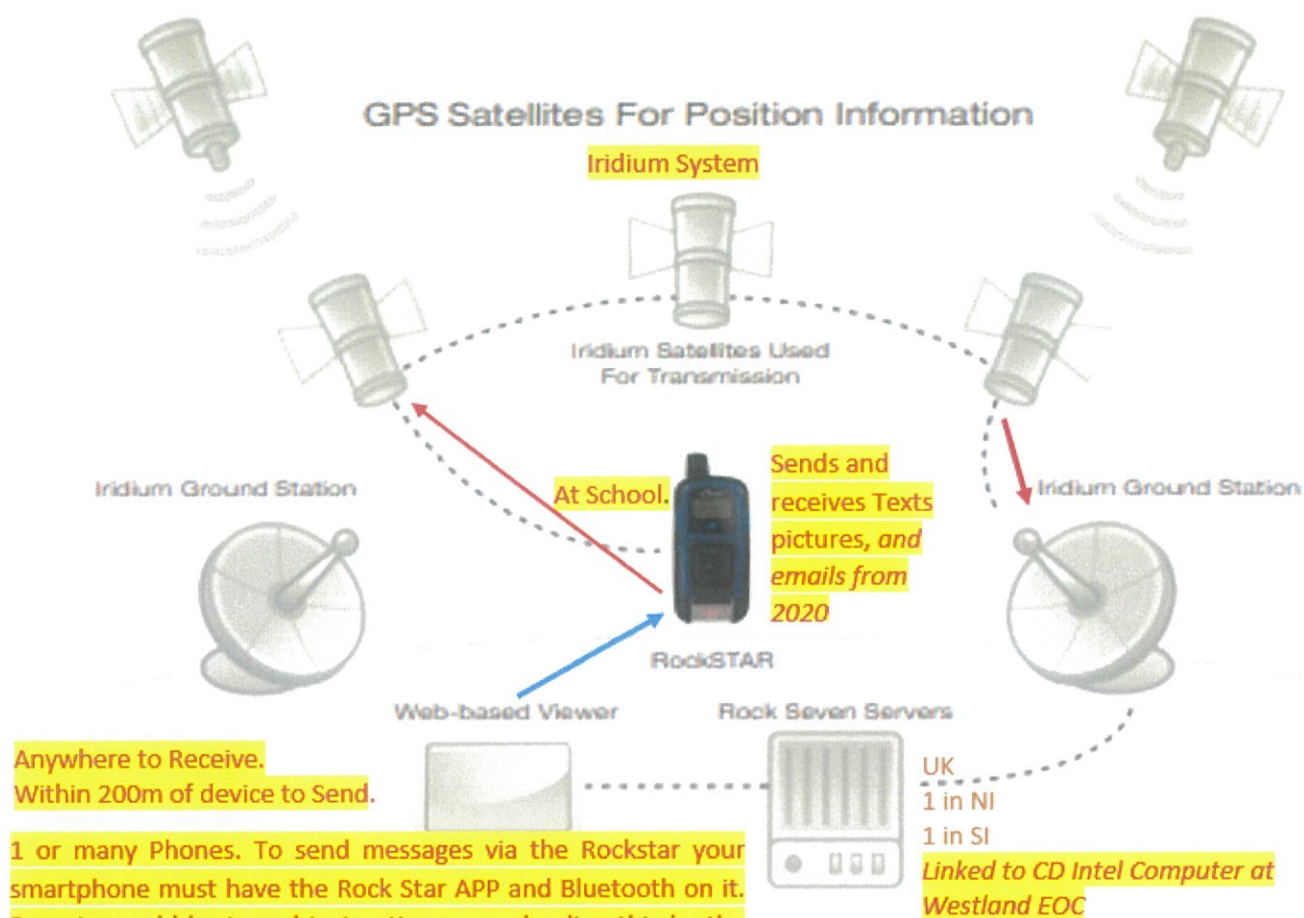
- 1 +

 ADD TO CART

Figure 4: Corkboard x 1

| Item | Cost incl GST | Supplier | Specifications |
|---|---|---|--|
| Rock7 Satellite Text Devices Rockstar Pro  | \$1,495.00 Ea. <u>Quote is</u> \$10,315.00 for 6 units \$40 month access fee for each unit added to school phone bill. | Team Guardian NZ Christchurch | This unit is a satellite text device using the Iridium system. It has the capability of sending Emails containing JPEGs (Pictures). It can handle input from several cell phones at once. Max range to connect to it is 200m. The device is capable of sending texts to many mobile phones at once. It can also send messages to computers monitoring it (E.g. Intel computer in and EOC) as well as its own monitoring centre in Blenheim and Oamaru. The unit will maintain a charge for up to 12 months and is charged via USB. It is designed to Milspec standard so is rugged and reliable and sits on a building window via a magnetic disc http://www.rock7mobile.com/downloads/RockSTAR-Product-Information-Sheet.pdf |
| Honda EU22ITU4 Inverter Generator  #1 new import | \$2,299.00 Ea <u>\$2,499.00 Ea</u> \$13470.00 to 14994.00 for 6 | Trade Tested Honda West Coast Greymouth Westland Lawnmower services Cobden | Recoil, Load sensitive. Can be paired with like generator using parallel patching lead \$200 Weight 21Kg Supplier will provide advice and regular servicing. 5 Year Domestic Warranty Max : 2200W 1800W (cont.) 2 x 15A, 230V outlet, 1x 12V, 8.A outlet Continuous Operating Hours (on eco throttle, 1/4 output): 15 hours Dimensions : 510x290x425 Weight: 21kg 53dBA (1/4 throttle @7m) |
| Cost \$3794.00 (\$3994.00) per set. \$24,055.00 (\$25,309.00) to purchase both | | | |
| What communications systems do schools currently use? | Depending on the Schools location it may be connected to a landline or via satellite feed to achieve broadband capability. Dialup still exists in some locations. A recent PGF allocation for fibre rollout in 2019/2020 as far south as Hawea, may mean that Broadband capability is available to Southern South Westland Schools in the foreseeable future. This system only works if electricity is available and physical communications lines remain intact. | | |

How does the RockSTAR work?



The RockSTAR tracker is a rugged and fully self-contained battery operated tracker which works anywhere on Earth.

VOICE TEXT via smartphone, speak into phone, phone converts it to text, to satellite via normal cell system or via Rockstar device at School. Downloaded to Rockstar at SWAS as text. Read off rockstar or forwarded to School(s) Smartphone or a computer terminal

Report



DATE: 25 July 2019

TO: Mayor and Councillors

FROM: Group Manager: District Assets

WESTLAND DISTRICT CLOSED LANDFILLS' RISK OVERVIEW

1 SUMMARY

- 1.1 The purpose of this report is to provide a summary of closed landfills across the District and assign each a risk classification rating.
- 1.2 This issue arises from the recent Fox Glacier landfill erosion caused by the rain/storm event on 26-27 March 2019. Rubbish clean-up is still ongoing (with Department of Conservation now acting as Lead Agency) and the unbudgeted expenditure for recovery operations is a huge liability for Council. Some of Council's other landfills also have a moderate to high likelihood of erosion in the future. This represents a significant financial risk to Council and an environmental risk to residents, ratepayers, tourists and wildlife.
- 1.3 Council seeks to meet its obligations under the Local Government Act 2002 and the achievement of the District Vision adopted by the Council in May 2018, which are set out in the Long Term Plan 2018-28. These are stated on Page 2 of this agenda.
- 1.4 This report concludes by recommending that Council receive this report and the information contained therein.

2 BACKGROUND

- 2.1 Westland District Council currently holds (or has previously held) resource consents for 12 landfills across the District: These being located in Otira, Kumara, Hokitika, Ross, Hari Hari, Whataroa, Franz Josef, Fox Glacier, Haast, Hannah's Clearing, Neil's Beach and Butlers Landfill which is the current open landfill serving Hokitika and surrounding areas.
- 2.2 Of these 12 landfills, two (2) are currently active landfills still receiving waste: Butlers and the Haast landfill, known locally as Denis Road.
- 2.3 Of the 10 closed landfills, five (5) currently have transfer stations being run on or adjacent to the original landfill site. Those sites are at Kumara, Ross, Hari Hari, Whataroa and the Hokitika transfer station on Hau Hau Road.

- 2.4 Council is also believed to have had some involvement in four (4) other landfills prior to resource consents being mandated under New Zealand legislation. The extent of Council's involvement is unclear and may have been minimal in some cases. These landfills were located at Paringa, Hunts Beach, South Turnbull Road in Haast (all on DOC land) as well as the historic landfill on the Hokitika Spit (Sunset Point).
- 2.5 Some of Council's landfills date back to the 1950s-60s. During this time rubbish disposal practices were different than current legislation and there was a lack of environmental awareness at both the micro and macro levels.
- 2.6 Other landfills have since been identified by residents and reported to Council: these being located at Waita (near Knights Point), and an old Ministry of Works near Okuru. The exact location and extent of these landfills has yet to be pinpointed and verified by staff. This data should therefore not be assumed to be accurate until further investigations can be done. In addition, a community-run landfill in Ōkārito (currently on DOC land and adjacent to the lagoon) existed and was closed in 1992. At the request of the Ōkārito Community Association, Council assisted with the closure of this landfill. It is possible that more landfills may come to Council's awareness subsequent to the date of this report.
- 2.7 In addition, unauthorised dumping sites were created by residents historically. No formal records of these sites exist and District Council had no involvement with these. Nonetheless, it is worth noting that many of these sites may also present future environmental risks. These risks are believed to fall under the jurisdiction of the West Coast Regional Council.
- 2.8 Historic landfills are not a risk unique to Westland District Council. Most Territorial Authorities in the country are grappling with this issue now. Even internationally this is of concern (see news clippings attached in Appendix 1).
- 2.9 In November 2018, a resource consent application was submitted to the West Coast Regional Council to undertake earthworks to stabilise the erosion-prone landfill site at Hannahs Clearing. Affected party approval was sought from the Department of Conservation. They declined to provide approval (due to objections over Council's future intention to temporarily turn the stabilised site into a Responsible Camping site). This consent application is currently on hold. Council is no longer eligible for the funding secured from Ministry of Business, Innovation and Employment (MBIE) under the Tourism Infrastructure Fund (TIF) to achieve the earth and rockworks needed to stabilise the landfill prior to conversion to a freedom camping site. Council's Chief Executive sent a letter to the Department of Conservation in April 2019 to seek a collaborative approach to working together to formulate a plan to stabilise this landfill on their land. No response has been received as yet. The estimated cost of rockworks including battering and flanking was \$160,000.
- 2.10 In May 2019, Westland District Council shared its internal landfill data knowledge with Golder Associates who are currently undertaking a stocktake of closed landfills around New Zealand. Their objective is to develop a Closed

Landfill Risk Assessment Methodology that could assist public and private landfill owners in assessing potential risks and effects of landfill erosion due to tidal or flood events.

3 CURRENT SITUATIONS (RISK ASSESSMENT)

- 3.1 There are three (3) main interconnected risks associated with the current closed landfills.
- 3.2 The first and most problematic is the potential risk of erosion/flooding which could cause landfills to be breached and contents exposed or dispersed. Landfills could be breached in significant earthquake events as well as heavy rain/wind events that cause sea or river erosion. Financial costs associated with clean-up are in the millions of dollars depending on the size and scale of the original landfill, the weather event and the types of contaminants.
- 3.3 The second associated risk is the ongoing liability where multiple parties are involved. In many cases, historic Westland District Council landfills are not on Council land.
- 3.4 The third risk is the absence of reliable and complete data on the volume of landfill waste and the types of contaminants within each landfill.

| CLOSED LANDFILLS RISK SUMMARY | | |
|--------------------------------------|--|--|
| Landfill location | Erosion/ flooding risk and type | Ongoing liability/ multiple party risk |
| Otira | Moderate – earthquake and potential river erosion | Yes – landfill on KiwiRail legal rail reserve |
| Kumara | Low | No |
| Old Hokitika landfill (Hau Hau Road) | Low | No |
| Ross | Low | No – old landfill on WDC land although adjacent transfer station on DoC land |
| Hari Hari | High – River (McCulloughs Creek) 9m away from old landfill site! | No |
| Whataroa | Low | Yes – DoC land |
| Franz Josef | Moderate – possible if Waiho River floods in Canavan’s Knob region | No |
| Fox Glacier | High - Already partially eroded | Yes – DoC land |

| | | |
|---------------------------------------|------------------------------------|---|
| Neil's Beach | High - sea and river erosion risk | Yes – Land owned by Awarua Ahu Whenua Trust. |
| Hannah's Clearing | High – sea erosion | Yes – DoC land |
| Hunts Beach | Low | Believed to be DoC land |
| Paringa | Low | Yes – DoC land |
| Haast (South Turnbull Road) | Low | Yes – DoC land |
| Sunset Point (Hokitika Spit) | High – River plus sea erosion risk | No |
| Ōkārīto | High | Yes – DoC land |
| Ministry of Works landfill near Okuru | Low | Unknown – exact land parcel still to be confirmed |
| Waita (near Knights Point) | Low | Unknown – exact land parcel still to be confirmed |

The main focus of this report is Council's closed landfills. However, Council's two open landfills have also been assigned risk ratings as below:

| Landfill location | Erosion/ flooding risk and type | Ongoing liability/ multiple party risk |
|-------------------------------------|--|---|
| Butlers | Nil - Low | No |
| Haast (known locally as Denis Road) | Moderate – at sea level. | No |

4 OPTIONS

At a broad level, Council has three main options for addressing these landfill risks.

- 4.1 Maintain the status quo – essentially this is a “do nothing, wait and see and hope for the best” approach. This is not recommended.
- 4.2 The second option is remediation i.e. removing contaminated materials from landfills at risk of erosion and depositing to landfill elsewhere. The most suitable location to re-site contaminated materials would be Butlers Landfill which is consented to receive most materials (with the exception of medical waste and bulk liquids). However, the quantity of materials deposited at Butlers would require new cells to be constructed at Butlers. Every 3,000 cubic metres of materials deposited at Butlers reduces the life of Butlers by a year. (Some of our smaller landfills e.g. Neils Beach and Hannahs Clearing are suspected to contain approximately 2,000 cubic metres of contents each.) Consents are most likely needed to be obtained from the Regional Council under the National Environmental Standard (NES) for Assessing and

Managing Contaminants in Soil to Protect Human Health for uplifting and transporting the materials. This is likely the safest option from an environmental stance.

- 4.3 The third option is to cover and manage the contaminated sites with watertight surface materials and protect via rock and earthworks. This may buy Council more time to make permanent decisions however resource consents would still be needed. The volatile, unpredictable nature of weather patterns in Westland makes this a risky option at most sites, but a better one than doing nothing. Resource consents would also be needed for this.

Please note: Different levels of intervention may be appropriate for different landfills, depending on the likelihood of erosion, the size of the landfill, and the level of responsibility and obligation Council has in relation to each.

5 SIGNIFICANCE AND ENGAGEMENT

- 5.1 The widespread media and public interest in the Fox Glacier landfill erosion event, the potential for negative environmental impacts and the large financial implications indicate that this is a high significance issue for Council. At the moment the level of engagement is with regulatory stakeholders and other landowners relevant to the landfills to best determine the way forward and seek qualified advice.

6 ASSESSMENT OF OPTIONS (INCLUDING FINANCIAL IMPLICATIONS)

- 6.1 No specific costs can be detailed at this time. Due to the complexity of these issues, and more expert inputs needed, no decisions are sought at this stage.
- 6.2 Nonetheless, both options 4.2 and 4.3 would involve significant cost to Council for which no funds have been set aside. Therefore, any immediate actions taken at this time would represent unbudgeted expenditure. Other decisions in the future would require an amendment to the Long Term Plan.
- 6.3 Some options do exist for external funding for this type of work, most notably the Contaminated Sites Remediation Fund. This fund, offered through the Ministry for the Environment (MfE), provides \$2.63 million in annual funding to Regional Councils and unitary authorities for the remediation of contaminated sites that pose a risk to human health and the environment. Westland District Council cannot apply directly for funding but would need the West Coast Regional Council to apply on our behalf. Funding historically has been allocated for clean-up and remediation works in the aftermath of a significant environmental event. So it is possible that funding could be gained through this scheme for the Fox landfill event if the Regional Council submitted an application, however, it is unlikely that funding would be obtained to protect a site that is at risk of erosion.

- 6.4 The ongoing investigations necessary for conducting extra research and reporting on landfill risk may require additional, qualified resourcing as this is beyond the capacity of current staff levels.
- 6.5 Additional financial and other components to also be considered include:
 - 6.5.1 Cost and timeline of resource consents
 - 6.5.2 Government Waste Disposal Levy rate
 - 6.5.3 Transportation and accommodation charges associated with removing materials (based on distance and logbook compliance)
 - 6.5.4 Excavation (to remediate) and/or protection (to manage and hold) works.

7 RECOMMENDATION(S)

NB: This report is informational in nature. Due to the complexity of these issues, no decisions regarding specific landfills are sought at this stage.

It is therefore recommended:

- A) **THAT** Council receive this report as an informational overview.
- B) **THAT** Council support staff efforts already in progress to retrieve and verify data relating to historic landfills to build a more accurate and complete knowledge base.
- C) **THAT** Council determine financial requirements over an agreed timeline.

David Inwood

Group Manager: District Assets

Appendix 1: National and international closed landfill issues (attached)

Appendix 2: Large wall map detailing formerly or currently consented landfills and their locations and status (to be presented at Council meeting)

Sea may win fight for coast

By **Chris Morris**



News > **Dunedin**

Coastal erosion could force Dunedin's Kettle Park and nearby dunes to be abandoned to the sea, but only after millions of dollars are spent clearing potentially toxic industrial waste from an old landfill lying underneath.

The idea of a "managed retreat" from Middle Beach and Kettle Park is one of two recommendations to come from consultants Tonkin and Taylor, as the Dunedin City Council considers how to respond to coastal erosion threatening the area.

The suggestions came even as council staff yesterday warned of further erosion likely in the area over the next few days, with large swells having stripped sand from the beach and dunes between St Clair and St Kilda in recent days.

The Tonkin and Taylor report, made public yesterday, recommended a managed retreat or construction of an inland buried backstop wall to protect critical areas along the coast, over the next 10 to 50 years.

Initial estimates showed the work could cost between \$8 million and \$19 million, with any retreat including a clean-up of the old landfill underneath Kettle Park.

Members of the public were warned late last year to stay clear of the area's dunes after traces of arsenic, asbestos and other industrial chemicals from the landfill were detected.



A digger works on top of the sand dunes at Middle Beach. Photo by Stephen Jaquiere.

Original article date: September 4, 2011

View latest developments here: <https://www.dunedin.govt.nz/council/council-projects/st-clair-esplanade-and-sea-wall/kettle-park-caution-notice> (10 May 2019)

Councillors approve \$1m wall to protect Greymouth coastline after storm exposes two decades of rubbish

Dominic Harris · 17:00, Feb 02 2018



TONY KOKSHOORN

"It's a hell of a mess." Thousands of plastic bags have been left exposed on a beach in Greymouth after the town was lashed by gale-force winds, Grey District Mayor Tony Kokshoorn says.

Councillors in Greymouth have approved the construction of a \$1 million wall to protect a rubbish dump from coastal erosion.

Thousands of plastic bags were left strewn across a town beach after gale-force winds from ex-cyclone Fehi lashed the West Coast.

The storm exposed two decades' of buried rubbish as winds ripped open an old council dump at Cobden Tip Head and Shipwreck Point, coating the shoreline with waste plastic and debris.



Coastal erosion causes old landfill sites to spill waste onto South Island beach

Jo McKenzie-McLean · 14:51, Feb 14, 2019



SUPPLIED

The site of one of two closed landfills located on an eroding cliff face above a beach near Oamaru.

Coastal erosion is causing rubbish from two historic landfills to spill down a cliff face and onto a beach near Oamaru.

The two rural landfills are located along a steep coastal cliff between Beach Rd and the Pacific Ocean. They sit on Waitaki District Council land, but were never opened or approved as landfills by the council.

Flooding undermines old Reefton landfill

23rd October, 2013

Yesterday afternoon the flooded Inangahua River ate into the western bank of Reefton's old landfill that was closed in 2004. A considerable amount of debris including residual waste, numerous old rubbish bags and bottles has been washed out.

Council staff became aware of the situation on Friday afternoon and two engineers were immediately dispatched to assess the situation. Upon arrival and assessing the urgency of the situation, staff contacted the West Coast Regional Council to request approval to immediately begin river protection work, without going through the Resource Consent process, given the sense of urgency.

By Tuesday afternoon quotes had been received and a works order issued for work to begin however new flooding had already begun to eat into the landfill site.

Cr David Hawes and Cr Graeme Neylon both made themselves available to inspect the situation. Action was immediately taken late yesterday ensuring the contractor began work straight away, to halt the flow of debris.

Mayor Garry Howard and Operations Manager Steve Griffin inspected the site this morning and progress has been made in securing the site.

With the flood water receding and the diversion in place a temporary solution has been put in place. Restoration and clean up can now be undertaken.

Asbestos dump found on the West Coast

Julian Lee · 12:41, Apr 26 2018



IAIN MCGREGOR/STUFF

Houses on the beach in Hector north of Westport. (File photo)

An old asbestos cache has been discovered on a West Coast beach.

Rough weather this year, including the remains of ex-cyclone Gita in February, have exposed the old dump site on the foreshore near Hector, about 30 kilometres north of Westport.

The West Coast Regional Council and the Buller District Council have put up signs alerting people about the dump while they figure out what to do.

Pollution risk from over 1,000 old UK landfill sites due to coastal erosion

Storms and rising sea levels could break up old rubbish dumps in England and Wales releasing potentially toxic waste, study shows



▲ Old landfill rubbish revealed by coastal erosion in sea cliffs on Walney Island, off Barrow in Furness. Photograph: Ashley Cooper/Global Warming Images/Alamy

Over 1,000 old landfill sites on the coasts of England and [Wales](#) are at increasing risk of being breached by erosion, according to a new study, posing a serious pollution danger to wildlife and bathing waters.

Landfill sites before the mid-1990s had few or no restrictions about what rubbish could be dumped in them and little is known about what they contain. But many were on the coast and some were used to raise land levels and even as part of flood defences. Climate change is bringing higher sea levels and stronger storms, putting the old dumps at greater risk of being broken up.

Report



DATE: 25 July 2019
TO: Mayor and Councillors
FROM: Deputy Mayor

SISTER CITY RETURN VISIT TO HUANGGANG CITY, CHINA

Westland District was invited to send a delegation to attend the Huanggang Tourism Expo held in Huanggang from 9-12 May. As well as exhibiting at the Tourism Expo, the exchange provided an opportunity to further promote our friendship and strengthen the communication between Huanggang City and Westland District.

The delegation consisted of Bruce Smith, Jenny Smith, Latham Martin, Phoebe Wilson, Iain Murray, Jackie Gurden, Cindy Hopper, Tony Williams and Mark Williams. Steven Ma (Chairman - New Zealand China Exchange Incorporated) and Eugene Feng (Member - New Zealand China Exchange Incorporated) also participated in the expo.

Day One: Guangzhou - Wuhan

After a domestic flight from Guangzhou to Wuhan, we embarked on a city tour. Wuhan is a Sister City of Christchurch, New Zealand. Following the city tour we attended dinner as a group in Wuhan. The dinner was a chance for us to organise logistics and other aspects of the trip.

Day Two: Wuhan to Huanggang.

After our overnight stay in Wuhan, we travelled to Huanggang by coach. We were hosted at the New Beacon Hotel, which was next to the site of the Huanggang Tourism Expo and is used as a venue for a number of events. We were allocated a 25m² display area, which we shared with other sister city guests. We were lucky enough to be supported by Tourism West Coast, Destination Hokitika, Westland High School, Williams Hotels, West Coast Wilderness Trail, West Coast Scenic Waterways, Mountain Jade and The Crafty

Chook. A range of their products and promotional material were put on display at the expo and were showcased by three English speaking locals. Following this, we had a Mayoral Forum with the Mayor of Huanggang, Qui Lixin. This was followed by the Huanggang Tourism Expo Banquet, where we were VIP guests. The dinner had 25 options of local cuisine. To conclude the evening we attended a two hour Chinese Opera performance involving traditional folk songs based on the story of the Red Army and Cultural Revolution.

Day Three: Huanggang

Our day commenced with a VIP Tour of the Huanggang Tourism Expo led by the Party Secretary, Mayor and Vice-Mayor. We then attended the opening ceremony of the Huanggang Tourism Expo, which involved Mayor Smith delivering a speech to an excess of 500 delegates. The theme of the conference is to generate economic development by conveying their culture. The speakers talked about doing this to advance economic, social, environmental and educational goals, which matches in a way of our well-beings. One of the speakers identified six things, unique or nationally and internationally significant to their area that are the foundations of their tourism development. These are:

1. The birthplace of Huangmei Opera - one of China's five major operas
2. The home of Chan Buddhism (600 AD) – Huangmei County
3. The home of Chinese natural medicine founder (great pharmacist and author of Compendium of Materia Medica) Li Shizhen (1581-1593) – Qichun County
4. The home of the famous writer Su Dongpo and Dongpo Culture (also known as Su Shi – 1037-1101) – Red Cliff and also portrayed through Ya'ai Lake Park
5. The famous Global Geopark – Darbie Mountain
6. The historic Chinese Revolution from which the Peoples Republic of China was formed. A lot of important revolutionary armed forces and events happened in Huanggang and more that 200 of the Republic founding generals came from the province, including two Chinese Presidents.

One of the key speakers also identified the three important ingredients in their tourism development as:

1. Working together,
2. High-quality attractions and
3. Commitment to investment

Following this, we attended a Mayoral tea forum involving 15 mayors from ten counties of Huanggang city and international guests, including the Mayor of Bamenda, Cameroon. Huanggang has eight established friendship

cities/relationships. Westland had the largest delegation. In the afternoon we went on a guided tour of the Geopark Museum and Ya'ai Lake Precinct. While beginning as a restoration project, it went on to be developed into a public park themed on the work of famous writer Su Dongpo. Ya'ai means "spread the love". This project took 12 years, and at a cost of 2.5 billion yuan (\$500,000,000 NZD) which saw a major area of land be redeveloped from overgrown grass full of mud into an attractive lake surrounded by bridges, stone, wooden and brick archways with exquisite carvings as well as more than 100 pavilions and 56 km of walking/cycling pathways. Twelve major scenic spots inspired by Su Dongpo's poems were developed at different points including a centre developed as a legacy to Su Dongpo and an outstanding Geopark Museum – an attraction we saw later in the trip. Following this, we got to experience a Chinese Shopping Mall. It was four stories and included a giant children's playground.

Day Four: Huanggang to Huangmei

Our day started with a visit to Huanggang Middle School (One of China's most prestigious secondary schools). This was a great opportunity to further strengthen the relationship between Huanggang Middle School and Westland High School, which was established in December 2018. During this meeting and the tour of the campus, Principal Iain Murray and Board Chair Latham Martin were able to further develop the programme and details surrounding the short stay trip planned for August 2019, which will involve a number of school students from around Huanggang attending Westland High School for 10 days. We then departed Huanggang City and headed for another county of Huanggang city, Huangmei, by coach. On arrival, we met and had lunch with the Vice-Magistrate. Following this, we visited Wuzu Temple, the spiritual home of Chan Buddhism. This was a very special visit and included an audience with the monks who reside at the temple.

Day Five: Huangmei to Qichun County

Today we departed Huangmei by police escort en route to Qichun County. Our first stop along the journey was the famous Li Shizhen Memorial Park. Li was the founder of Chinese medicine who researched and wrote the textbook for what China is recognised for, with their natural plants foods and healing. Here the group was shown the herb gardens from which the medicines are created. We visited the wine brewery, the largest medicinal rice wine brewery in the world, and enjoyed a tasting.

Day Six: Qichun County to Yingshan County

We left early in the morning headed for the mountain area of Yingshan, the part of the UNESCO Geopark. The party then went on to view the Darbie Mountains Geopark, which contains one of the most famous continental orogenic belts in the world, a dividing line of geology, resources and ecological environment between north and south China, known as the Central Orogenic Belt (the divide of the North China Plate and the Yangtze Plate). Dinner with the Vice Mayor of Macheng followed.

Day Seven: Yingshan County to Macheng to Wuhan

Today we departed Macheng head for Wuhan. The final attraction was the immigration Culture Garden. This has just been built in Macheng City in the last 3-4 years. We experienced some of the cultural traditions honouring ancestors. This was another very impressive development. It was here that the story of historic Chinese Immigration was told. The complex is set on expansive grounds and involved architecture from both southern and northern China. Depart China via Wuhan.

Conclusions:

Many of the things seen directly mirror the Westland Cultural Tourism Project's approach and the types of things in the plans and that are beginning to be instigated. The development of Hokitika and the historic precincts mirror the Ya'ai Lake development; the iconic cultural tourism attraction developments throughout the district, but especially at Mahinapua and Ross; the cultural business development, the Geoparks and even an immigration wall of honour, are all in the proposal development and that we are now working on.

Further, the plans for Westland contain the development of much more Chinese integration into the planning, attraction development, signage and marketing. This trip provided an insight into how that can be achieved and the partnerships that we are able to seek advice and input for our planning going forward.

From a Wilderness Trail perspective, we identified that there is a market in China. It is, however, not one that is organised and will take some work with our Chinese colleagues to develop. The visit highlighted the potential of the Mahinapua loop, the Trust and Heritage West Coast is looking to have developed, as a short wilderness cycle ride into one of the countries high-quality scenic reserves directly off the main highway.

From an education perspective, it is proposed that Huanggang will send up to four short stay groups of students to Westland High School each year. This is great for both the cultural vibrancy of Westland High School and the community at large. The first of the delegations are set to arrive in August 2019.

There are a number of opportunities for inbound and outbound tourism/cultural trips to benefit each other mutually by looking at seasons that influence visitor flows positively for both of us. For example, if their citizens visit us in May, June, and July, it will prolong our tourist season, as well as reduce congestion for them during their peak tourism season. This is the type of win/win solutions that will prove to be very valuable to both.

Latham Martin
Deputy Mayor

Report



DATE: 25 July 2019
TO: Mayor and Councillors
FROM: Community Development Advisor

RELOCATION OF WHITEBAITERS WALK TO GIBSON QUAY

1 SUMMARY

- 1.1 The purpose of this report is to provide Council with a recommendation from the Hokitika Reserves and Environs Community Group for the relocation of the Whitebaiters Walk, **Appendix 1**.
- 1.2 This issue arises from a request from the Hokitika Reserves and Environs Community Group to have the Whitebaiters Walk relocated to a more publically accessible position at Pierson Esplanade, Gibson Quay.
- 1.3 Council seeks to meet its obligations under the Local Government Act 2002 and the achievement of the District Vision adopted by Council as part of the Long Term Plan 2015-25. These are stated on Page 2 of this agenda.
- 1.4 This report concludes by recommending that Council approve the request.

2 BACKGROUND

- 2.1 Whitebait have always been associated with the Hokitika River and Westland waterways. The Hokitika Reserves and Environs Community Group identified that the Whitebaiters Walk would be better located at Gibson Quay. The cycle trail is well used and many cyclists use this stretch along Gibson Quay to Sunset Point. Hokitika has enjoyed increasing tourist numbers and with this increased foot traffic along Gibson Quay to Sunset Point the Hokitika Reserves and Environs Community Group believe this display of our social history would receive more notice and be better placed closer to the river.

3 CURRENT SITUATION

- 3.1 The Whitebaiters Walk consists of seven installation panels which are currently installed on private property beside the railway and the Farmlands retail building.
- 3.2 There are some inherent H&S concerns in regards to the location of the current walk as it is very close to the Railway corridor.

4 OPTIONS

- 4.1 Option 1. Approve the relocation of the Whitebaiters Walk as put forward in **Appendix 1**.
- 4.2 Option 2. Not approve the relocation of the Whitebaiters Walk.

5 SIGNIFICANCE AND ENGAGEMENT

- 5.1 The relocation is of low significance as set out in Westland District Council's Significance and Engagement Policy.
- 5.2 The Hokitika Reserves and Environs Community Group have discussed the proposal of relocating the Whitebaiters Walk panels at a meeting 12 February 2019 and passed a motion, recommending that the relocation proceed.

6 ASSESSMENT OF OPTIONS (INCLUDING FINANCIAL IMPLICATIONS)

- 6.1 Option 1: Approve the relocation of the Whitebaiters Walk, per **Appendix 1**. The Hokitika Reserves and Environs Community Group see the relocation of the Whitebaiters Walk in line with developments in this area of town. The financial implications are low with the cost of relocation quote being \$2,275 + GST. The relocation of the Whitebaiters Walk is not currently budgeted, and funds would have to come from Council's cash reserve.
- 6.2 Option 2: Not approve the relocation of the Whitebaiters Walk, or the release of funds for this project to proceed. Refer this matter back to the Reserves and Environs Community Committee for them to find a way for the Whitebaiters Walk to be more visible and accessible to the community and tourists in its current location.

7 PREFERRED OPTION(S) AND REASONS

- 7.1 The preferred option is 4.1

8 RECOMMENDATION(S)

- A) **THAT** Council approve the relocation of the Whitebaiters Walk panels with the project being funded from Council's cash reserve.

Sarah Brown
Community Development Advisor

Appendix 1: Relocation of Whitebaiters Walk

31 May 2019
To: Sarah Brown

Quote re -White baiters Panels

To remove panels & posts, fill holes & tidy up the site
Reinstate posts & panels on site at Pierson Esplanade (Gibson Quay)
As per your plan
Quote of \$2275.00 + GST

Look forward hearing back from you

Thank you

Russell

Russell Clarke

ROAD ASSET INSPECTOR



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mobile: + 64 27 532 2086
office: + 64 3 756 8044 fax: + 64 3 755 6734
267 Kaniere Rd, Hokitika, Westland 7811

Whitebaiters Walk current location on private property.

6 installations of two panels and 1 installation of one panel



Proposed location for Whitebaiters Walk, Pierson Esplanade, Gibson Quay



Proposed Location Whitebaiters Walk

Created By: Peter Oliver
Print Date: 18/02/2019
Print Time: 3:10 PM



Scale: 1:1000
Original Sheet Size A4

Projection: NZGD49 / New Zealand Map Grid
Bounds: 2343088,6531840,5829851,70009455
2343240,58495196,5829945,49351104

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Created By:
Print Date: 19/02/2019
Print Time: 9:19 AM



Scale: 1:205
Original Sheet Size A4

Projection: NZGD2000 / New Zealand Transverse
Mercator 2000
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Report



DATE: 25 July 2019
TO: Mayor and Councillors
FROM: Chief Executive

CARNEGIE BUILDING PROJECT

1 SUMMARY

- 1.1 The purpose of this report is to update council on the current status of both the Carnegie Building upgrade project and funding status.
- 1.2 This issue arises from the latest confirmation that council has been successful in achieving funding via a grant from lotteries commission for \$500,000. The grant comes with conditions as highlighted in the report.
- 1.3 Council seeks to meet its obligations under the Local Government Act 2002 and the achievement of the District Vision adopted by the Council in May 2018, which are set out in the Long Term Plan 2018-28.
- 1.4 This report concludes by recommending that Council approve the resolution to underwrite the remaining costs for the Carnegie Building upgrade to the value of \$392,391 and instruct the Chief Executive to seek additional external funding to minimise or eliminate the council additional funding commitment

2 BACKGROUND

- 2.1 On the 28 July 2016, the Carnegie Building was determined as Earthquake Prone to a value of 12% NBS IL2. Following an alternate engineers report on the 19 October 2016, this was revised to 34% NBS IL2.
- 2.2 This project is to strengthen Hokitika's Carnegie Building from its current seismic rating of 34% NBS IL2 to 100% IL to ensure the longevity and usability of the building for generations to come.
- 2.3 Council resolved on the 22 June 2017 to allocate \$500,000 it's MDI Fund towards the strengthening of the building.
- 2.4 Council engaged Jackie Gurden of Gurden Consulting Ltd to conduct a feasibility study to the future utilisation of the Carnegie Building and concluded with the following recommendations:

- The retention of a Category 2 historic listed Hokitika landmark building.
- Retention of the community exhibition and gallery space and, with that, the fostering of art, culture and heritage within the community including youth.
- Enhancement of the building space to better meet the environmental conditions for display of contemporary and historical collections and artwork. This will enable care of current works and the ability to host a greater range of objects and artwork from external collections.
- Provision of a place to tell the stories of the district in an historic building fitting this purpose.
- Provision of a community meeting and events space able to cater for larger groups of people.
- The development of a stronger visitor attraction and, from that, the ability to present and sell more art and craft work to this market thus supporting local artists.
- From the wider project perspective, create a place to present the local, national and international stories of the district and region; correctly preserve and care for the historic treasures of the district and develop a leading community and visitor hub that contributes to the development of cultural heritage tourism in Westland.

A quantity surveyor was utilised to price up the structural work required and prices sort for other factors i.e. improved lighting, air condition etc.

Total project cost is estimated at \$1,392,391.

- 2.5 On the 3 March 2019 council sort additional funding from Lotteries to the value of \$928,260 to complete the work. Council was successful in achieving \$500,000 from that request. The work includes the creation of new foundations, installation of steel framing around the perimeter, a large concrete bracing wall, ceiling diaphragm and completing associated finishing works. Funding is also required for professional relocation of the current displays into storage during the building strengthening process, and enhancement of lighting and environmental conditions in the building.

3 CURRENT SITUATION

- 3.1 The Westland District Council has secured 72% of the funding required to complete the project through MDI funding and Lotteries Funding.
- 3.2 The scope of works has been quantified by a quantity surveyor and we have a deficit of \$392,391 based on current valuation.
- 3.3 A tender is being drafted for the project.

- 3.4 Council manage a tender process to select the company to undertake the strengthening work. This includes demolition of the perimeter subfloor, creating new foundations within the existing foundations, installation of steel framing around the perimeter, installation of large concrete bracing wall, relining of walls, installation of ceiling diaphragm, pinning external cladding, and completing finishing work.
- 3.5 Professionally trained museum specialists will be engaged to relocate the collection items currently on display into Drummond Hall.
- 3.6 Lotteries require the following confirmation prior to 31st July 2019:
 - 3.6.1 provide evidence of full funding being in place;
 - 3.6.2 provide a letter from National Services Te Paerangi confirming that the seismic strengthening and upgrade of Carnegie Building will result in a facility that meets national museum standards;
 - 3.6.3 provide confirmation that appropriately qualified museum staff will undertake the work to pack up and relocate the museum collections.

4 OPTIONS

- 4.1 Council commit to underwriting the project to ensure section 3.6.1 can be fulfilled.
- 4.2 Council do not underwrite the project and the project scope is reduced to meet minimum earthquake strengthening.
- 4.3 Abandon the project altogether and do nothing with the Carnegie Building

5 SIGNIFICANCE AND ENGAGEMENT

- 5.1 This project is considered significant as it relates to one of councils strategic assets – the Carnegie Building. Also the level of funds council is looking to allocate is considerable.
- 5.2 There have been a number of people and organisations involved with this project. These include the following:
 - Jackie Gurden – Gurden Consulting. Assisted with the Lotteries Application and wrote the feasibility study
 - Kevin Simcock – Simco Consulting & Fulton Ross Architects
 - William Fulton – Heritage NZ
 - Te Papa Tongarewa Museum
 - Judith Taylor – Destination Westland
 - Heritage Hokitika

6 ASSESSMENT OF OPTIONS (INCLUDING FINANCIAL IMPLICATIONS)

- 6.1 **Option 1.** This enables the project to meet its commitment to Lotteries NZ to ensure funding is in place to meet the overall objectives of the project. Potential to source further external funding and council will pursue this option as a priority. The Carnegie Building was always intended to play a major role in councils future museum project so there is the potential to utilise this fund starting in 2020-21 year. This will also allow the project to start immediately following a tender process rather than waiting until further funding is acquired. The impact of approving the underwriting will require the budgeted cost for this portion for the new museum to be brought forward into 2020-21.
- 6.2 **Option 2.** This would require council to put a variation to Lotteries for the project to complete only the seismic upgrade component (dependant on the tender prices). There is no guarantee that Lotteries would accept as significant reduction in project scope. Work could start as soon as the tender process was completed.
- 6.3 **Option 3.** This would not utilise the Lotteries funds and would return the MDI fund to DWC for further council consideration in the future. The amount of commitment council has shown towards improving and maintaining the Carnegie Building for the interest of its public this would not be a popular decision.

7 PREFERRED OPTION(S) AND REASONS

- 7.1 Preferred option is Option 1. This enables the project to continue on time and provides the commitment to Lotteries that the project the will be completed to the correct museum standards.

8 RECOMMENDATION(S)

- A) **THAT** that council resolves to underwrite the Carnegie Building upgrade to an additional \$392,391
- B) **THAT** the Chief Executive will seek additional external funding to minimise or eliminate the council additional funding commitment

Simon Bastion
Chief Executive Officer