

Committee Members

Chair: Brett Cummings
Cr Frank Dooley
Cr Andy Campbell
Cr Allan Birchfield

Cr Peter Ewen
Cr Peter Haddock
Cr Mark McIntyre

Iwi Representatives

Francois Tumahai (Ngāti Waewae)
Jackie Douglas (Makaawhio)



WEST COAST
REGIONAL COUNCIL

PUBLIC COPY

Meeting of Resource Management Committee
(Te Huinga Tu)

Tuesday, 5 November 2024

9.30am

**West Coast Regional Council Chambers, 388 Main South Road,
Greymouth**

and

Live Streamed via Council's Facebook Page:

<https://www.facebook.com/WestCoastRegionalCouncil>

Resource Management Committee Meeting

(Te Huinga Tu)

AGENDA

(Rarangi Take)

	Pg No.
1. Welcome (<i>Haere mai</i>)	
2. Apologies (<i>Ngā Pa Pouri</i>)	
3. Declarations of Interest	
4. Public Forum, Petitions and Deputations (<i>He Huinga tuku korero</i>)	
5. Confirmation of Minutes (<i>Whakau korero</i>)	
5.1 Minutes of Resource Management Committee Meeting 8 October 2024 <i>(to be circulated separately)</i> Matters Arising	
6. Actions List	1
7. Chairs Report (verbal update)	
8. Reports	3-34
8.1 Planning and TTPP Report	3
8.1.1 <i>Speed Management Plan RTC Report</i>	
8.1.2 <i>Total Mobility RTC Update Report</i>	
8.1.3 <i>South Island Rail Freight Study: Phase 1</i>	

8.1.4 Letter to the TTPP Hearing Panel advising withdrawal of submission point 2.1 from Council's submission on the TTPP

9. General Business

PUBLIC EXCLUDED BUSINESS

10. Confirmation of Public Excluded Minutes

10.1 Minutes of Resource Management Committee Meeting

8 October 2024

(to be circulated separately)

Matters arising

11. Actions List

12. Compliance Matters (Verbal Update)

D. Lew

Chief Executive

Purpose of Local Government

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

Health and Safety Emergency Procedure

In the event of an emergency, please exit through the emergency door in the Council Chambers.

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

6 Actions List

Author Sarah Tripathi, Governance Advisor

Authorizer

Public Excluded No

Report Purpose

This report is a summary of items that require actions.

The responsible managers have updated the list and will address their respective action items.

Recommendations

It is recommended that the Committee resolves to:

1. *Receive the report.*

ACTIONS LIST

Item No.	Date of Meeting	Item	Officer	Update
1.	8 Oct 2024	To investigate the delegation and/or deeds with WDC regarding the mining operations and noise issues/consents and update the Councillors.	Group Manager – Regulatory & Policy	Ongoing.
2.	8 Oct 2024	To email notification assessment on the Whataroa consent application to Cr Ewen.	Group Manager – Regulatory & Policy	Completed. Email sent to Cr Ewen on 18 October 2024.
3.	8 Oct 2024	To include location name in the Consents Quarterly Report with the river names.	Group Manager – Regulatory & Policy	Completed. Staff advised after the meeting regarding the same.
4.	8 Oct 2024	To email Cr Birchfield clarification regarding mining consent 2016-0104-V1 – whether the consent had the variation of location for mining or variation to a condition.	Group Manager – Regulatory & Policy	Completed. Email sent to Cr Birchfield on 16 October 2024.
5.	8 Oct 2024	To determine the timelines for the review and update of the Flood Protection Bylaw.	Group Manager – Regulatory & Policy	Ongoing.

8. REPORTS

8.1 Planning and TTPP Report

Author Lillie Sadler, Senior Planner

Authoriser Steven May, Acting Group Manager Regulatory and Policy; Darryl Lew, Chief Executive

Public Excluded No

Report Purpose

To update the Resource Management Committee on planning and TTPP developments.

Recommendations

It is recommended that the Committee resolve to:

1. Receive the report.

Issues and Discussion

Planning

Air Plan review update: Issues and Options Reports

Staff are continuing to engage with members of the West Coast Housing Forum, including the Energy Efficiency and Conservation Authority (EECA), on drafting the final inputs to an Issues and Options report on Air Quality and Home Heating. A second and separate Issues and Options Report is being prepared for other point source discharges, including odour, dust, aerial spray, outdoor burning and greenhouse gas emissions.

Air Plan change: Greenhouse Gas Emissions from Industrial Process Heat

In line with the National Policy Statement on Greenhouse Gas Emissions from Industrial Process Heat 2023, staff have initiated a mandatory plan change to add new policies on 'cumulative effects' and 'updating emissions plans' to the 2002 operative Regional Air Quality Plan. Staff are aiming for this plan change to take effect on 5 November 2024 subject to legal vetting of the relevant documents. The NPS provides for the plan change to be made without going through a public submission process under s55 of the RMA.

Coastal Plan Workshop

As requested at the 8 October 2024 Resource Management Committee (RMC) meeting, the presentation on Issues and Options for the Coastal Plan review will be held as a workshop on 5 November. Refer to the report item in the 8 October RMC agenda. Following a hui with the Poutini Environmental General Manager and staff on 4 October, and input from a technical consultant, some edits have been made to the Powerpoint presentation.

Staff are continuing to draft an Issues and Options Report for the Coastal Plan review.

30 October Regional Transport Committee Meeting¹

Land Transport Rule: Setting of Speed Limits 2024

The Minister of Transport announced on 28 September 2024 that he had signed a new Speed Limit Rule that would reverse some speed limit changes that have been implemented since 2019 and remove the ability to submit Regional Speed Management Plans (RSMP). The new Rule applies blanket permissible speed limits going forwards and significantly limits the ability of District Councils to implement speed changes in the future. The Rule comes into effect on 30 October 2024 and mandated reversals of speed changes must be completed by 1 July 2025. The Regional Transport Committee (RTC) approved the formal withdrawal (Attachment 1).

Total Mobility System Update

The West Coast is one of only two regions to still use paper chits instead of swipe cards for Total Mobility services. The staff report updated the RTC on the planned switch to the new system. It also provided an overview of the operational aspects behind the switch, and how Total Mobility will continue to progress going forward. The report on this matter is contained in Attachment 2.

Other Transport Matters

Total Mobility Work Programme

Alongside the switch to a digital swipe card system, other work to review and improve the Total Mobility system is also ongoing. This includes matters such as the lack of a hoist van in Greymouth and Hokitika, and other potential gaps in service.

¹<https://www.wcrc.govt.nz/repository/libraries/id:2459ikxj617q9ser65rr/hierarchy/Documents/Council/Meetings%2C%20Agendas%20and%20Minutes/Regional%20Transport%20Committee%20Meetings/2024/30%20October%202024/Agenda%20-%20Regional%20Transport%20Committee%20-%2030%20October%202024.%20pdf>

South Island Rail Freight Study

NZTA and multiple South Island councils are undertaking a research project that aims to improve understanding about the movement of freight along the rail corridor (Attachment 3). The study aims to:

- Provide up to date insights for local and central government, communities and the private sector to develop and direct future interventions and investments.
- Improve the evidence base for more robust decision making.
- Build a stronger understanding of the freight task required to service our communities.
- Build a stronger modal understanding of the freight system.

Councils on the West Coast are providing information to the researchers, and the project leaders will be providing a report on Phase 1 to the South Island RTC Chairs on 11 November. This phase of the project will deliver recommendations on how to best deliver the full freight study project to resolve critical gaps in the evidence base. Taking this phased approach will allow the larger, second phase to be targeted and planned with more confidence.

Sounds Air Pulling out of Westport

Sounds Air will no longer fly from Wellington to Westport, with the last flight on December 31 2024. The route will be serviced by Originair, who will fly one 18-seat plane six days a week from January 3 2025.

Floodwall Protection Bylaw

The Floodwall Protection Bylaw for the West Coast Region will require specific setback distances for earthworks activities near some floodwall infrastructure. Planning staff are working closely with the Catchment Management team to develop some geotechnical and civil designs for these areas. Further advice and reports will be drafted by mid-January 2025, and the new setback distances will be presented to RMC at a workshop with Chief Engineer Peter Blackwood.

Fast-track Approvals Bill

The Environment Committee released its final report on the Fast-track Approvals Bill on 18 October 2024. This omnibus Bill will provide a streamlined decision-making process to expedite infrastructure and development projects that offer significant regional or national benefits. The Bill aims to consolidate multiple approval processes that are typically required for large or complex projects, in a one-stop shop arrangement. The Environment Committee recommends all amendments by majority including amendments to the Bill's purpose statement, decision-making powers, eligibility criteria, ineligible activities, referral application requirements and timeframes, obligations relating to Treaty settlements, expert panel membership and

process requirements, decision-making processes and requirements for approvals under specified legislation, and international obligations.

Draft amendments to RM Bill No 1

The Government has released the Select Committee's recommendations on submissions to the Resource Management (Freshwater and Other Matters) Amendment Bill No 1 (the Bill). In summary, the Select Committee recommends the following main changes:

- The proposal to remove the Te Mana o Te Wai hierarchy of obligations in the NPSFM still stands;
- Recommend to add a new clause to the RMA, that councils cannot publicly notify their freshwater plan changes before the new NPS-FM is published, or before 31 December 2025, whichever is the sooner date;
- Amend the NPS-FM, the National Policy Statement for Indigenous Biodiversity 2023 (NPSIB), and the National Environment Standards for Freshwater (NES-F) to align the consenting pathway for new and existing coal mines with other mineral extraction activities;
- Amend the Resource Management (Stock Exclusion) Regulations 2020 to remove the map of "low slope land" and associated requirements;
- Remove the requirement in the RMA for Freshwater Farm Plans. Any Freshwater Farm Plans certified or audited under RMA section 9A prior to the commencement of the Bill no longer have effect;
- Amend the intensive winter grazing Regulations in the NES-F to require an area of land that is used for intensive winter grazing to be located at least five metres away from the bed of any river, lake, wetland, or drain;
- Suspend requirements in the NPS-IB for councils to identify and include in district plans new significant natural areas (SNAs) for three years. If an area is deemed to have significant indigenous biodiversity after enactment of this Bill, it would not be treated as an SNA. It is also recommended that no further power be given to the Minister to directly change the NPS-IB.

The Select Committee's full Report can be found here:

<https://selectcommittees.parliament.nz/view/SelectCommitteeReport/bd7c3241-91a1-4da0-ab01-08dce0d25fcd>

The Bill still needs to go through its Second and Third Reading in Parliament, and may be subject to minor changes before it comes into effect.

Otago RC freshwater plan blocked by new RMA clause

The Otago Regional Council's intention to pass its new freshwater plan on 30 October has been blocked by an amendment paper introduced to Parliament that would prevent any councils from enacting a new freshwater plan until a new National Policy Statement on Freshwater Management is developed, or before 31 December 2025. Below is a link to the media article on this:

<https://www.rnz.co.nz/news/political/531748/middle-finger-to-localism-as-freshwater-plan-blocked>

Government plans for RMA replacement

The Government has announced its plans for replacing the current RMA. Two acts will replace the RMA: one focused on driving urban development and infrastructure, the other focused on managing environmental effects. They will include:

- Designing the legislation to be centred on 'enjoyment of property rights'.
- Spatial plans will support future infrastructure development.
- There will be a single regulatory plan per region, jointly prepared by regional and territorial authorities.
- Greater reliance on national standards over consenting.

Key aspects will be developed by an expert advisory group and go to Cabinet around the end of 2024/early 2025, after which detailed policy work and legislative drafting will begin. Legislation is expected to be introduced to Parliament next year and be passed into law before the 2026 general election.

New Amendments to NPS-HPL

Following public consultation in 2023, the Government has amended the National Policy Statement for Highly Productive Land (NPS-HPL) to remove consenting barriers for new infrastructure, including renewable energy projects, and indoor primary production and greenhouses. The NPS-HPL came into effect in 2022, but since then, parts of the agriculture, horticulture, and renewable energy sectors have raised concerns that it restricts activities needing to locate on highly productive land.

The changes, which came into effect on 13 September 2024, will introduce a clear consent pathway enabling specified infrastructure, including renewable energy projects, indoor primary production, such as indoor poultry farms and piggeries, and greenhouses.

The Government intends to make further changes to the NPS-HPL as part of the RMA Amendment Bill No 2.

Council submission on TTPP

Coastal Environment chapter

The Council's submission on the proposed TTPP sought the removal of the High Coastal Natural Character (HCNC) Overlay from three areas: along the riverbanks of the Karamea River upstream from the mouth, the Granite Creek mouth and upstream area at the south end of the Otumahana Estuary, and the riverbank of the Mokihinui River upstream from the mouth. These areas are already modified with little remaining natural character.

The section 42A Planning Officer's Report on submissions on the proposed TTPP Coastal Environment chapter recommends to reject the Council's submission point, as no maps were provided to accurately show the areas where the HCNC Overlay is sought to be removed.

Written evidence was lodged to the Hearing Panel with maps showing the precise locations where the HCNC Overlay should be removed. On a closer look, parts of these areas include some Rating District flood protection structures. These structures are also shown on the maps to support the view that the areas are already quite modified.

Natural Hazards chapter

On 1 August this year, planning staff received an email from the TTPP Hearing Panel who wished to know whether the West Coast Regional Council would be attending the hearing on the TTPP Natural Hazards chapter, or submitting written evidence. This is because the Council's position in their original submission opposed the TTPP Natural Hazards provisions and maps/overlays. This submission point was being raised by other submitters, and it appeared to cast doubt over the validity of the natural hazard maps.

The Council's submission also suggested that the natural hazards provisions and maps be amended. The submission point 2.1 opposing the natural hazard provisions is therefore inconsistent with the other submission points on natural hazards. For this reason, the Hearing Panel has been advised that submission point 2.1 has been withdrawn. Attachment 4 is a copy of the letter to the Hearing Panel advising withdrawal of submission point 2.1.

TTPP

The TTPP Natural Hazards hearing was held at three venues across the West Coast during October.

The first was at Franz Josef on 8 and 9 October. This hearing also included hearing specific Franz Josef zoning matters. Submitters were heard on a range of topics from zoning for a gondola up onto the Glacier, to Faultline mapping on individual properties.

Natural hazards and the Coastal Environment topics were heard together on 22 and 23 October in Westport, and again in Hokitika on 30 and 31 October. Multiple venues are used to provide ease of access for submitters wishing to speak in person. A total of 22 submitters and experts spoke either in person or online.

The Hearing Panel are still undertaking site visits to inform their recommendations to the TTPP Committee. Sites in Franz Josef, the Haast area, Westport coastal areas and some Westland sites were all visited in October.

Submissions on the proposed Variation 2 to the TTPP: Coastal Natural Hazards Mapping closed on 30 August 2024. 112 submissions were received. The TTPP Committee accepted the submissions at their 10 October meeting and approved a further submissions period, closing on Friday 25 October 2025. The hearing for Variation 2 is scheduled for the week of 17–21 March 2025 in Westport and Hokitika.

Hearings for the TTPP are drawing to a close, with the Ecosystems and Biodiversity chapter being heard in the week of 18 November. The proposed Variation 1 hearing (Activities on the Surface of Water – Buller and Grey Ports) will be held online on 4 December 2024.

Following the hearings process, the Panel will complete recommendations reports for each topic heard. These will go first to the Technical Advisory Team of Council and Poutini Ngāi Tahu planners for discussion. Their advice will be provided to TTPP Committee members prior to the Committee meetings, where the decisions will be made. The final reports are expected from the Panel in June 2025, with all decisions expected by September 2025.

Considerations

Implications/Risks

There are no implications or risks arising from items in this report.

Significance and Engagement Policy Assessment

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

Poutini Ngāi Tahu views

Staff are working with Poutini Ngāi Tahu on some of these matters, as referenced in the reports above.

Views of affected parties

No parties will be affected by the subject matter of this report.

Financial implications

There are no current financial implications arising from items in this report.

Legal implications

There are no legal implications arising from items in this report.

Attachments

Attachment 1: Speed Management Plan RTC Report

Attachment 2: Total Mobility RTC Update Report

Attachment 3: South Island Rail Freight Study: Phase 1

Attachment 4: Letter to the TPPP Hearing Panel advising withdrawal of submission point 2.1 from Council's submission on the TPPP

5.2	Withdrawal of the Regional Speed Management Plan
Author	Max Dickens, Policy Manager
Authoriser	Steven May, Acting Group Manager Regulatory & Policy
Public Excluded	No

Report Purpose

This report requests the Regional Transport Committee's approval to withdraw the Draft West Coast Regional Speed Management Plan following the Minister of Transport signing the new Land Transport Rule: Setting of Speed Limits Rule 2024.

Report Summary

The Minister of Transport announced on 28 September 2024 that he had signed a new Speed Limit Rule (Attachment 10) that would reverse some speed limit changes that have been implemented since 2019 and remove the ability to submit regional Speed Management Plans. The new Rule applies blanket permissible speed limits going forwards and significantly limits the ability of District Councils to implement speed changes in the future. The Rule comes into effect on 30 October 2024 and mandated reversals must be completed by 1 July 2025.

Recommendations

It is recommended that the Committee resolve to:

- 1. Receive this report.*
- 2. Approve the formal withdrawal of the Draft West Coast Regional Speed Management Plan (2024).*

Issues and Discussion

Background

The four Councils on the West Coast decided to develop a single, Regional Speed Management Plan (RSMP/The Plan) to improve efficiency and coordination.

The Plan (Attachment 6) mainly adhered to the minimum requirements to lower limits around schools. However, it also included some small, fixed speed zones around schools, a handful of roads that are regularly raised by local residents as a cause for concern, or were more appropriate at a lower speed. The Plan was publicly consulted on from 14 March 2024 to 16 April 2024.

In December 2023 the Minister of Transport sent a letter to all Councils instructing them to halt all speed changes and await the release of the new national Rule. Consultation on the draft national Rule ran from 13 June 2024 to 11 July 2024. On 5 July 2024, RTC approved a combined submission from the West Coast Councils on the draft Rule (Attachment 7).

Current situation

The required speed limit reversals appear¹ to apply to areas containing schools and inter-regional connectors.

The new Rule mandates (only) variable limits outside of schools, and requires Councils to reverse speed limits that were changed:

“where one of the reasons for reducing the speed limit was because there is a school in the area... If there’s a local street where a permanent 30km has been applied but the reason/s for setting the 30km wasn’t because there was a school in the area then that speed limit does not need to be reversed” (Attachment 8).

Therefore, the Rule contradicts the intended aim to improve safety for children as it most prescriptive in areas where schools are present. This applies even if the new limits received overwhelming public support or there has been a reduction in crashes and near misses. There will also be no additional central government funding provided to reverse the limits in question – adding additional costs to ratepayers.

The West Coast RSMP cost \$78,026.02 to develop – not including staff time and work by Road Controlling Authorities (RCAs). The RCAs also commissioned additional services. For example, Buller District Council spent an additional \$172,772.12 to complete their section of the Plan. District Councils are currently investigating how much additional costs the speed reversals will cost ratepayers. Some RCAs have indicated that they are investigating the legality of the new Rule, and may not abide by it at all.²³

RCAs must abide by the following timeframes:

- By 1 May 2025 RCAs must provide a list of all roads in scope of the reversal provisions to NZTA.

¹Note that the NZTA teams who worked with Councils on speed management have been disestablished/redeployed, and the new Rule is worded in such a way that leaves it open to interpretation.

²<https://www.1news.co.nz/2024/09/07/risky-expensive-and-confusing-councils-challenge-governments-proposed-speed-limit-changes/>

³<https://www.rnz.co.nz/news/national/521327/auckland-council-votes-against-raising-speed-limits-opposing-government-plan>

- By 1 July 2025 all roads in scope of the reversal provisions must be reversed, with reversed speed limits in the National Speed Limits Register (NSLR) and in force, with new signs and road markings in place (any road sections outside school gates must be variable)
- By 1 July 2026 roads outside school gates must have variable speed limits implemented (with some exceptions).

The new Rule places substantial new requirements on Councils that wish to implement speed limit changes.

The Rule requires RCAs to undertake a cost-benefit analysis for each individual road that is considered for a speed change, before undergoing a further 'extensive' six week consultation. This is an excessive administrative load for even larger councils, let alone those with limited resources. Most SMP work was funded under the Low Cost Low Risk (LCLR) funding programme. This programme is in effect no longer funded by NZTA for the next 3 years, as specified by the recent Government Policy Statement.

Consultation documents must also be provided road-by-road which is highly unusual, and could potentially create repetition amongst documents. It also means that Councils must effectively consult a second time in order to proceed with any planned speed reductions. This also overrides any consultation that has already been carried out.

Speed Limit Classifications

Having completed 10 weeks of consultation and developing a cost-benefit analysis, there is still a significant chance that the change will be rejected by the Director of Land Transport if the proposed limit does not abide by the new 'speed limit classifications.' This applies blanket permissible speed limits to each road type, and removes the ability for local councils to easily make decisions for the roads that they ostensibly control.

The Minister has also made changes to operational policy such as how cost-benefit (CBAs) analyses are performed. These changes do not follow the NZTA cost-benefit guidebook and stop RCAs from being able to calculate externalities such as traffic congestion, pollution or safety concerns repressing active transport demand. The Ministry of Transport information sheet provided (Attachment 9) also provides inaccurate additional information. For example, the information sheet suggests that European countries with good safety records have 50km/h urban limits. However, these are often merely a 'default' limit which have usually then been lowered to improve safety.

Options Analysis

Option 1 – Preferred Option: Formally withdraw the Draft West Coast Regional Speed Management Plan.

This is the preferred Option as the new Rule removes the ability to submit an RSMP. However, it should be noted that this option renders the Plan development and consultation process unnecessary. DCs can still choose to develop and submit individual SMPs.

Option 2: Submit the Draft West Coast Regional Speed Management Plan as it is currently written.

Option 2 would reflect the wishes of residents as raised during the consultation process. However, it would likely be rejected by NZTA so this option is not advised.

Costs and Benefits

The new national Rule ensures that the development of the Draft West Coast RSMP is now a sunk cost. It will also directly add costs to ratepayers to implement the blanket speed increases. Safety outcomes are likely to become worse.

Considerations

Implications/Risks

The largest risks are Councils effectively losing the ability to control the roads that they have authority over, and roads continuing to have poor safety outcomes. As well as the immediate social and economic cost, perceptions of safety also limit the freedom of people to travel by different modes. For example, the ability of children to cycle to school.

Significance and Engagement Policy Assessment

This proposal triggers multiple aspects of the Significance and Engagement Assessment:

- Community interest is relatively high and the likely consequences are controversial.
- Affects the level of service West Coast District Councils are able to provide their ratepayers, as it will be effectively impossible to implement safety improvements in the future.
- The proposal will affect a large portion of the community.
- Speed changes have already been consulted on. This policy overrides that, even if the proposal received high levels of public support.

Attachments

Attachment 6: Draft Regional Speed Management Plan

Attachment 7: West Coast Speed Management Rule Submission

Attachment 8: Extra Information for RCAs

Attachment 9: Information Sheet

Attachment 10: Setting of Speed Limits Rule 2024

5.1	Total Mobility System Update
Author	Max Dickens, Policy Manager
Authoriser	Steven May, Acting Group Manager Regulatory and Policy
Public Excluded	No

Report Purpose

This report provides an update on the switch from paper chits to a digital card system for Total Mobility.

Report Summary

The West Coast is one of only two regions to still use paper chits instead of swipe cards for Total Mobility services. This report updates the Committee on the switch to the new system. It also provides an overview of the operational aspects behind the switch, and how Total Mobility will continue to progress going forward.

Recommendations

It is recommended that the Committee resolve to:

1. Receive the report.
2. Note the draft contract with RideWise.
3. Note the draft contract with Placard.
4. Note the draft agreement between StringTM and WCRC.

Issues and Discussion

Background

Total Mobility (TM) assists eligible people with long-term impairments to access appropriate transport to meet their daily needs and enhance their community participation. This assistance is provided in the form of subsidised door to door transport services wherever scheme transport providers operate. The West Coast only runs Total Mobility and does not have a regular bus or train service.

Currently NZTA fund 55% of the taxi fare, 20% is funded by council and 25% is paid by the Total Mobility user. The current cap for these fares is \$30.00 (with the subsidy covering up to 75% of the \$30.00 fare).

The West Coast Regional Council is one of only two public transport operators (PTOs) to still use the outdated paper chit system

This chit system is unreliable, difficult to administer and susceptible to fraud. It also poses problems for those who wish to travel between regions. T

In addition to the chit system needing updating, other operational aspects of TM are inefficient and potentially not meeting NZTA guidance (Attachment 1). Staff have been working with NZTA and other organisations to assess and remedy shortcomings in our Total Mobility services, in particular:

- Processing new and repeating client's eligibility,
- Ad-hoc and informal administration of voucher books,
- Potentially inaccurate client information,
- Inaccurate or incomplete information previously provided to administrators and users.
- Potential gaps in services.

Current situation

Proposal

Staff are looking to switch to a digital system under page 42 of the delegation manual¹ (Attachment 2) and page 58 of the Long Term Plan² (Attachment 3). This requires agreements with the following companies:

- RideWise to provide the main software and database.
- Placard to print cards.
- StringTM to provide compatible card readers for taxi companies who do not currently have them.

RideWise are one of the main digital TM system providers across the country. The contract would run until 30 June 2026 (Attachment 4), which lines up with the contracts that other PTOs have. This means that if national government decide to set new guidelines or implement the National Ticketing Solution,³ we will be able to move with those changes. This agreement will also bring us up to date with the rest of the country.

¹<https://www.wcrc.govt.nz/repository/libraries/id:2459ikxj617q9ser65rr/hierarchy/Documents/Publications/Corporate%20Plans%20and%20Reports/Policies/Delegations%20Manual%20August%202024.pdf>

²<https://www.wcrc.govt.nz/repository/libraries/id:2459ikxj617q9ser65rr/hierarchy/Documents/Council/Meetings%20-%20Agendas%20and%20Minutes/Council%20Meetings/2024/Council/25%20June%202024/Attachment%2018%20-%20Council%2025%20June%202024.pdf>

³ <https://www.nzta.govt.nz/walking-cycling-and-public-transport/public-transport/national-ticketing-solution/>

The contract with RideWise will cost \$27,255, with the opportunity to extend for another 2 years. At this point NZTA will review all TM systems and provide guidance to PTOs about future decisions.

Placard provide the cards to the public through the post. This expected setup cost will be \$6687 (Attachment 5) for 980 users. The number of registered users may decrease initially as a result of updating the database. Over the longer term, raising public awareness and increased usability may result in an increase in uptake. However, either outcome will be manageable due to the significantly easier administration of the new system.

An implementation process to change from chits to cards is contained in Attachment 6. This includes key operational aspects such as clarifying responsibilities with assessors, database migration and public communications. Before going live there will be a testing phase which will include in and out of region testing to ensure all West Coast Total Mobility cards work in and out of the region.

Providers were contacted on 10 October 2024 to ensure they have the correct software to support the Ridewise system. Two of the taxi companies currently do not have software compatible with Ridewise. After investigating different options to resolve this, staff selected a digital system provider called StringTM. This provider was selected because:

- It is flexible as there is no fixed term contract. This is preferential as NZTA are likely to release new TM guidance in the next 18 months.
- It is quick and easy to administer and has very low upfront costs. Providers only need a cheap card scanner that we will provide to plug into their mobile phone.

WCRC have also offered to cover the additional administration costs (a \$3 per-trip fee) in order to ensure that vulnerable individuals continue to receive TM services. Based on the last 18 months of trip data, this will cost approximately \$2k per month – minus the expected NZTA subsidy. The alternative to utilising StringTM is asking taxi companies to manually enter trip information. This carries the same risks as the current chit system, and will take a significant amount of time to administer.

Staff have also updated the assessor and eligibility process

As part of the TM review staff have brought the process for assessing eligibility for TM in line with NZTA best-practice. Correspondence was last sent between 2008 – 2012 to healthcare providers. Staff will send out a new Memorandum of Understanding to formalise this agreement with healthcare providers. This will be published on our website.

The new process does not require the information to be sent to District Councils (DCs) as the DCs are whom distribute the paper taxi chits to TM users – it will instead be processed directly by WCRC. We will be reaching out to DCs informing them of the switch. However, members of the public are likely to still utilise their local DC offices to send through paperwork. We are happy to continue this arrangement as this may be the only practical means of sending information for users with limited mobility.

Costs and Benefits

The upfront costs for this switch will be \$35,885.00 (excluding GST). After factoring in the NZTA subsidy, the final cost to WCRC to switch to a card-based system will be \$14,354.00 + GST. Please see table below with the breakdown of these costs.

Upfront Ridewise implementation Costs (all amounts exclude GST)	
Administrative code (BIN Number – one off charge)	\$625.00
Setup cost and card readers with StringTM (for 2 of the taxi companies)	\$1,550.00
Card production	\$6,455.00
Configuration and Implementation of Ridewise (one off charge)	\$20,800.00
Software License, Support and Hosting services (per annum)	\$6,455.00
Net Total	\$35,885.00
NZTA Funding	\$21,531.00
Total Cost to WCRC	\$14,354.00

Table 1: Upfront Costs

Ongoing Implementation Costing		Monthly Average
StringTM transaction costs	\$3.00 per trip	\$2,050.20
Card Manufacturing for new TM users (per card)	\$5.35	\$96.35
Ridewise software subscription (Paid Annually)	\$13,520.00	\$751.11
Net Monthly Average Cost		\$2,897.66
NZTA Subsidy		\$1738.60
Total Cost to WCRC		\$1,159.06

Table 2: Ongoing Costs

The recently approved RLTP assigned \$1,183,807 across 2024/27 years for the continuation of a Total Mobility scheme (Attachment 7). NZTA fund 60% of requests under this code. We have received confirmation from NZTA that WCRC should be able to utilise funds sent under code 517 (Total Mobility Operations) for the switch to a card-based system. However please note that this was not a formal confirmation. Therefore, the final upfront cost to WCRC to switch to a card-based system is likely to

be \$14,354.00 + GST. This amount does not include the cost of council staff administering the change and upkeep.

Ongoing costs are contained in Table 2. StringTM charges and costs to make cards for new users have been estimated using the last 18 months of travel data.

Benefits

The system will be easier to administer, less open to fraud, and will line our systems up with the rest of the country. Switching to a digital system will also save significant staff administration time, and the costs associated with paper books. The administration of the paper system currently utilises between 40–60% of the current Planning Technician's workload. Once it is set up, it is expected that the new system will reduce this to around 10%. The booklets also cost around \$6k per year to purchase.

Considerations

Implications/Risks

Switching to a card-based system reduces risk for the WCRC as it will reduce the risk of fraud within the Total Mobility Scheme. National government is also developing a National Ticketing System (NTS). Updating our systems will leave our region more capable of integrating the new system if it is ever rolled out.

Tangata whenua views

The switch to a digital system was part of the approved Long-Term Plan. Therefore, this matter has already been consulted on.

Views of affected parties

The problems around taxi chits were raised multiple times by the public as part of the consultation on the Regional Public Transport Plan (RPTP).

Attachments

Attachment 1: NZTA Total Mobility Local Authority Guidance

Attachment 2: Delegation Authority

Attachment 3: Long Term Plan

Attachment 4: Draft RideWise Contract

Attachment 5: Draft Placard Agreement

Attachment 6: Implementation Plan

Attachment 7: RLTP Funding

SOUTH ISLAND FREIGHT STUDY – PHASE 1

Project Brief

THE WHAT

Strategic Context

What is the larger purpose we are trying to achieve?

Understanding and improving the freight system is an emerging priority for both the South Island Regional Transport Committee Chairs Group (Chairs Group) and Waka Kotahi.

Facilitating the efficient land, sea and air movement of freight into and around the motu is a key function of the transport system. Efficient and effective freight movement underpins the social and economic well-being of the communities we serve. However, there are several barriers and challenges to maximising the value of the supply chain. They range from urgent issues having consequences now, to problems of an intergenerational nature,

A large amount of work to understand freight context in the South Island has occurred over the last decade, but there remain significant gaps in the evidence base. In addition, the Covid Pandemic disrupted supply chains, creating permanent changes in some areas. Resilience and adaptation challenges have also grown in priority. The impact of these changes on national and pan-regional freight transport needs to be understood.

An exploratory study is needed to therefore:

1. Provide up-to-date insights for local and central government, communities and the private sector to develop and direct future interventions and investments.
2. Improve the evidence-base for more robust decision making.
3. Build a stronger understanding of the freight task required to service our communities.
4. Build a stronger modal understanding of the freight system.

What is needed is a freight study, rather than a strategy or plan. It will provide an evidence-based understanding of the “what, why, how and where” of the freight task to produce a versatile current and future context.

What makes this a viable opportunity?

Better understanding of the potential to improve freight outcomes is a priority at both central and local government levels, presenting an excellent opportunity to work together.

- Freight is currently the highest-priority item in the Chair Group’s work programme. On 18 July 2023, Chairs agreed to revisit the 2015 South Island Freight Plan.
- Arataki, the 30-year view of the land transport system that Waka Kotahi sets out, identified the need for more and higher-quality evidence and data so we can identify how the strategic modal freight networks (that link producers, ports, distributors and cities) might change over the next three decades.
- The Ministry of Transport intends to refresh the National Freight Demand Study, last updated in 2018. They are intending to make substantial methodology changes. There is an excellent opportunity to provide insight to this project on critical metrics, as well as using the output.

Objectives of Phase 1

What are we aiming to accomplish with this Phase 1 of the project?

The objectives of this project are to examine the prior research for freight in the South Island, provide insights based on this prior research, and identify critical gaps in the evidence base. This will form Phase 1 of the full South Island Freight Study referred to in the Strategic Context.

On 29 November 2023, the Chairs approved this initial phase of the South Island Freight Study project, recording it:

1. **Agrees** to the direction of the study for Phase 1.
2. **Provides** direction to a small regional staff team to join with Waka Kotahi to manage and coordinate the project and outputs and provide progress reports at their future meetings.
3. **Indicates** their willingness to make a financial contribution for Phase 1 of the project in addition to staff time, if required.
4. **Nominates** Cr Kate Wilson and Deputy Mayor Stuart Bryant as champions for the South Island freight study priority initiative for the Chairs Group.

Based on this Phase 1 examination, this phase of the project will deliver recommendations on how to best deliver the full freight study project to resolve those critical gaps in the evidence base. Taking this phased approach will allow the larger, second phase to be targeted and planned with more confidence.

Whilst it is intended that the deliverables from this Phase 1 will provide some actionable insights, the core output of this project is the evidence base to be built under Phase 2. So the real value of Phase 1 is ensuring this exercise is well-scoped and set-up for success.

Workstreams

What are the discrete tasks that we need to complete to achieve the mission?

Workstream	Tasks
<i>Stakeholder interviews</i>	<ul style="list-style-type: none">• Identify stakeholders to interview• Interview stakeholders to identify:<ul style="list-style-type: none">• previous research to examine• what they believe are the key issues and questions to address• any work occurring of relevance to this project
<i>Knowledge base</i>	<ul style="list-style-type: none">• Identify prior research relevant to South Island freight• Identify new potential sources of information that could form part of the evidence base• Review prior research for currency, scope and applicability
<i>Report delivery</i>	<ul style="list-style-type: none">• Identify the critical elements of the South Island freight study that need to be understood• Identify the gaps in the evidence base that needs to be resolved, and recommend how they should be resolved• Highlight lessons in terms of the success of previous studies (eg comprehensiveness, accuracy of predictions, usability of findings)• Provide actionable insights based on the evidence base we do have, via mediums such reports and GIS mapping.

Scope

What is the coverage of this project?

As the project progresses, this may be refined or modified:

In scope of Phase 1	Out of scope of Phase 1 (may be in scope of later phases)
<ul style="list-style-type: none">• Review all regionally and nationally developed work relating to South Island freight study• Engaging with local and central government stakeholders• Creating new insights in accessible formats (eg GIS)• Providing recommendations for the next phase of the freight study	<ul style="list-style-type: none">• Industry or community engagement• Modelling of freight flows• Generating a new evidence base

DRAFT

THE WHO

The Core Team

The expectation is that this group has domain to do all the work necessary for achieving the mission and projects identified above.

Role Name	Filled by	Agency	Role Purpose
Project Lead	Russell Hawkes	ES	Overall leadership of project
Project Manager	TBC		Scheduling and co-ordination of project tasks Administration of reporting, contracts etc
Organisational leads	Russell Hawkes Bill Rice Sam Bellamy Chris Ballantyne	ES TDC ECan NZTA	Representative of the South Island Transport Officers Group Lead Strategic Planner (Southern) for NZTA
Technical support	Tariq Ashraf Chris Watson	NZTA NZTA	Provide expert knowledge, such as regional context, national freight issues and long-term planning
Consultant			See appendix

ES – Environment Southland

TDC – Tasman District Council

ECan – Environment Canterbury

NZTA – New Zealand Transport Agency

Decision Rights

This is a group of people who hold key decision rights around the output of our team, and need to be included throughout, but are not necessarily participating in core team meetings/activities.

Role Name	Person	Focus
Steering Group	South Island Regional Transport Committees Chairs Forum	Provides overall governance of the project
Project Sponsors	Cr Kate Wilson Dep Mayor Stuart Bryant	Ensures the project has the resources and support it needs for success Critical connection between the project manager and the Steering Group

Supporting roles

Role Name	Role Purpose
Waka Kotahi Research and Analytics Team	Contribute to evidence base by providing relevant previous work
NZTA regional staff	Stakeholder relationships, provide subject matter expertise and alignment with our other programmes and activities
Local council staff	Stakeholder relationships, provide subject matter expertise and alignment with our other programmes and activities

Synergies with other initiatives

Are there projects that must be completed before this project can be completed, or vice-versa? Are there projects that should be co-ordinated with?

Project	Dependency	Relationship
National Freight Demand Study	Yes	The NFDS will provide critical quantitative and national-level information to complement the regionally, more qualitatively derived information to be created in this study. This study will provide useful insights for the NFDS methodology review.
Arataki strategic freight connections	Partial	Arataki will provide a platform to get the findings from this study into a national perspective, and accessible by decision makers. However, alternatives exist if this is not possible
Other pan-regional freight studies	No	There is value in co-ordinating these to produce a national view, and the other studies providing insights on matters not planned to be a focus in the South Island study.
Waka Kotahi Freight Action Plan	No	This study will provide useful insights for delivering the Freight Action Plan
iReX Project	No	Any emerging direction on future freight scenarios for the Cook Strait linkage
National and Regional Land Transport Plans	Partial	Funding for subsequent work to Phase 1 may need to be secured from the National Land Transport Fund

THE HOW

Project Controls

How do we prioritise actions, collaborate on tasks, or demonstrate progress?

Activity	Frequency	Approach
Action check-in meeting	Weekly	Virtual meeting amongst the project team. Will cover: <ul style="list-style-type: none"> • Progress on actions • Resolving barriers • Project direction
Sponsor check-in	TBC	Written report to sponsors from project lead. Will cover: <ul style="list-style-type: none"> • Progress on milestones • Escalated issues and risks • Resourcing
Progress reports for stakeholders	Monthly	Email to interested local and central government stakeholders. Will cover: <ul style="list-style-type: none"> • Progress on milestones • Any initial insights or conclusions • Requests for support (eg information)

Funding and Resourcing

The Chairs have agreed to make a moderate financial contribution and provide staff time to this project. The specific amount has not been agreed with them yet. As a collaborative project, it is valuable to have a wide participation from both South Island councils and central government.

Funding will be required for consultant support.

Milestones

What should we track to indicate progress towards our near-term mission?

Date	Milestone
TBC	Secure resourcing and funding
TBC	Procure consultant support
TBC	Finalise project brief
TBC	Stocktake of previous research completed
TBC	Stakeholder interviews completed
TBC	Workshop findings of interviews and stocktake
TBC	Finalised and distribute insights
TBC	Agree next steps for Phase 2 with the Chairs

Deliverables

What are the final products that the project will produce?

Deliverable	Date	Description
Phase 1 Report	TBC on discussion with provider	Report to summarise findings. May include data or GIS output <ul style="list-style-type: none"> • Stocktake of available evidence base • Identification of gaps in evidence base • Insights for South Island freight • Recommendations for next steps

Engagement strategy

What will be the approach to engaging with stakeholders?

The key stakeholders to keep engaged will be central and local government staff who are interested in the study, but not part of the project team. The key engagement needs for these stakeholders will be to keep them aware of the project progress and able to feed in any ideas, insights or concerns they have. They will likely include:

- Other teams at Environment Southland, Environment Canterbury, Tasman District Council and NZ Transport Agency
- South Island Councils not in the project team
- Ministry of Transport
- KiwiRail
- Ngai Tahu

This first phase of the project is intended to work only with internal stakeholders. However, there would likely be industry interest if they become aware of it. Any industry contact should be directed to the project lead to ensure a consistent response.

It is anticipated that the report will be made available on government websites. Information relating to South Island freight is presently available on the Environment Canterbury website.

Risk, constraints and assumptions

Ref #	Detail	Nature	Resolution or management
	Sufficient funding may not be made available	Risk	<ul style="list-style-type: none"> • Seek funding from both NZTA and Councils • Re-scope to focus more on using in-house support • Speak to narrow stakeholder group only in this initial Phase 1
	Overlaps with other studies	Risk	<ul style="list-style-type: none"> • Close co-ordination with other projects looking at freight evidence base to understand their scope • Adjust scope if needed reflecting change in other projects • Speak to narrow stakeholder group only in this initial Phase 1
	Gaps if other studies do not occur	Risk	<ul style="list-style-type: none"> • Adjust scope if needed reflecting change in other projects • Ensure project objectives still have value in absence of evidence or insights from

			other projects – complementary rather than dependent.
	Partners cannot align on the project approach	Risk	<ul style="list-style-type: none"> • Project goals and scope documented at start • Role of Sponsors to seek resolution
	Insufficient internal capacity or capability to complete the study	Risk	<ul style="list-style-type: none"> • Clear project goals and scope agreed at start • Secure resourcing at start of project, including contractor support • Governance oversight through Way to Go Committee • Consultant support • Speak to narrow stakeholder group only in this initial Phase 1
	Critical information may be commercially sensitive	Risk	<ul style="list-style-type: none"> • Independent provider carrying out Phase 1 can provide a degree of anonymisation of data, • Manage scope – phase 1 is about identifying information gaps. Understanding commercial sensitivities is useful to scope following phases.

Links

[South Island Regional Transport Committee Chairs Group permission to proceed](#)

Existing resources

Title
National freight studies
Arataki freight lens
AECOM report on intermodal hubs (to come)
National Freight Demand Study 2017/2018
Green Freight Strategic Working Paper 2020
Valuing freight transport time and reliability 2018
Freight Information Gathering System (FIGS)
Regional freight studies
South Island 2015 Freight Plan
South Island freight summit
South Island 2018 freight modal study
Freight Environment Canterbury (ecan.govt.nz)
Economic road network planning (Southland)
Strategies and Plans
2023 Aotearoa Freight and Supply Chain Strategy
The New Zealand Rail Plan 2021
One Network Framework
The Waikato & Bay of Plenty Freight Action Plan
Wider context
Arataki
Value of Rail 2021 (KiwiRail)
Coastal Shipping State of Play report and Concluding report

Appendix 1: What is the potential scope of the full freight study

Below is list of possible areas of study (underlined are higher priority items) to build a comprehensive evidence base for future decision-making. An earlier version of this list was provided to the Chairs in describing the potential of the work.

These points are not expected to be resolved in this Phase 1 of the project, but sufficiently scanned to meet the objectives of Phase 1 of the study (examine prior research and identify critical evidence gaps). The state of prior research across these points should be reviewed and the perspectives of the internal interviewee group on their respective priorities canvassed.

As extensive as this list is, an expected output of Phase 1 of the project would be to expand further on it as our understanding improves:

- Freight movements
 - inter-regional freight movement, particularly for domestic consumption (update on the 2015 Study)
 - intra-regional freight, particularly to/from hubs and distributors (eg supermarkets)
 - urban freight, both transiting (eg from port to highway) and as a origin/destination
 - freight movement according to (road) freight vehicle weight (ie light vehicles like transit vans vs heavy trucks)
 - volumes moved according to supply chain scenarios (eg non-time critical vs linked journeys vs just-in-time vs perishable)

“Freight movement” means as much of the following information as possible

- Tonnage
 - Value
 - Vehicle type
 - Origin-destination data (OD data)
 - Trip legs undertaken for linked trips
 - Goods types (eg commodity codes) being moved
- Physical infrastructure
 - existing and planned investment in intermodal hubs
 - existing and planned investment in seaport infrastructure
 - existing and planned investment in airport infrastructure
 - digital infrastructure relevant to freight (eg Commercial Vehicle Safety sites)
 - planned investment in the road network relevant to freight
 - planned investment in the rail network relevant to freight
 - Participants
 - relevance of freight transport to the Māori economy
 - consumption demand drivers
 - production supply drivers
 - workforce demographics, constraints, drivers and change initiatives
 - commercial context – market distribution, related industries, impact on operational models
 - key players in the system and their points of influence
 - Levels of service
 - what are the key metrics
 - how do the metrics change depending on the freight task (eg depending on the goods, the region, the recipient, the mode, the vehicle-type, the route)
 - how significant are transport LoS gaps compared to other challenges (e.g. Port efficiency)

- Opportunities, bottle-necks and challenges
 - what are key opportunities and initiatives proposed or underway that support transport outcomes
 - infrastructure resilience risks and opportunities to addressing these
 - options & progress to decarbonise (and reduce other emissions) through technology, mode neutrality and practices
 - role of freight in building or sustaining economic prosperity, both at the pan-regional and local level
 - role of supply chain in undermining or supporting Te Ao Māori
 - what are the challenges in addressing these opportunities?
 - the critical dependencies in integrating coastal, road, rail and air supply chains
 - the challenges of first- and last-mile needs in urban settings
 - permanent shifts or slow recoveries from Covid-19 disruption
 - barriers to modal transfer and efficiency
 - how do commercial sensitivities present a barrier to understanding the complete picture and joint planning?
 - enhancing the role of Māori and te tiriti in integrated planning
 - other participation gaps in integrated planning
- Long-term needs
 - how the above will change over a 30-year+ horizon (update on the 2015 Study – bring in other drivers than efficiency)
 - what direction and expectations for freight and the supply chain do Ngāi Tahu plans and strategies provide?
 - the sensitivity of the findings to the various drivers
- Next steps
 - future studies
 - data-collection opportunities
 - sharing / dissemination of findings across sector
 - priority opportunities to support
 - priority barriers to resolve

Appendix 2: Stakeholder interviews

Potential interviewees

Stakeholders will be interviewed to identify previous research (and establish its relevance and any potential deficiencies in it), and understand priorities to address in building the evidence base.

Stakeholder	Organisation	Purpose
Rail and Freight Team	Transport Agency	<ul style="list-style-type: none"> National objectives and issues Related research programmes and potential gaps & complementary work
Long-terms Systems Planning Team	Transport Agency	<ul style="list-style-type: none"> Role of freight in long-term transport planning
Urban Mobility Team	Transport Agency	<ul style="list-style-type: none"> Role of freight in urban systems & spatial planning
TBC	Environment Canterbury	<ul style="list-style-type: none"> Role of freight in urban systems & spatial planning and inter-regional dependencies
TBC	Environment Southland	<ul style="list-style-type: none"> Role of freight in urban systems & spatial planning and inter-regional dependencies
TBC	Marlborough District Council	<ul style="list-style-type: none"> The role of the key connections between North and South Islands
Government relations and Strategy team (South Island?) freight manager	KiwiRail	<ul style="list-style-type: none"> Integrated rail-road strategies Intermodal transfers Supply chain relationships North Island-South Island linkage freight strategy
Freight and Logistics Team	Ministry of Transport	<ul style="list-style-type: none"> National objectives and issues of the wider transport network Relationship with regional development Related research programmes and potential gaps & complementary work
TBC	Ngai Tahu	<ul style="list-style-type: none"> Critical freight issues for the Māori economy

Appendix 3: Contractor Brief

Purpose

A value-for-money approach to providing technical and facilitative support to the project team in developing the study.

Expertise

- Knowledge of the freight sector and relevant factors that influence it.
- Understanding of the transport system and the goals for it
- Ability to gather information from a wide range of sources, including interviews
- Critical analysis

Tasks

The contract will be run to ensure a focus on the consultant building the understanding in the partner organisations on the freight evidence base and ensuring informed direction from partners. The consultant will be there to facilitate the team coming to its decisions, rather than providing recommendations for decisions.

Task	Role
Stocktake of existing evidence base	Lead
Interviews with stakeholders	Lead
Workshop insights and gaps	Participants
Drafting of report and recommendations	Lead writer
Presentation of findings to RTC Chairs	Support

Duration

Period : TBC

Workload : 2 days/week (average). However, there will be periods (eg around interviews) where work will intensify

Attachment - 4



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24 October 2024

TTPP Hearing Panel
C/o West Coast Regional Council
P O Box 66
Greymouth 7840

To whom it may concern,

Withdrawal of WCRC submission point opposing TTPP Natural Hazards provisions

The West Coast Regional Council's (WCRC or the Council) original submission on the proposed Te Tai o Poutini Plan (TTPP or the Plan) included a submission point in Submission 4, 2. Natural Hazards Chapter (NH), No 2.1 (Pages 28-29) that opposed the Plan's Natural Hazard Rules, Objectives, Policies and Maps/Overlays.

I was advised that the Hearing Panel have asked if the Council will speak at the hearing or provide written evidence to clarify their "oppose" position. This is because a number of other submitters have referred to the Council's opposition to the Natural Hazard provisions.

We wish to withdraw the submission point 2.1 with the "oppose" statement", as it is inconsistent with the rest of the Council's submission points seeking changes to the TTPP Natural Hazards provisions. These other submission points did not seek the removal of the Natural Hazards chapter and maps. Rather, the original Natural Hazard maps were prepared with input from Council's staff based on WCRC modelling and mapping work.

Council has also indicated its support for improving the TTPP Natural Hazard provisions by providing the expertise of our Natural Hazards Analyst in recently reviewing the Natural Hazard maps.

Furthermore, the TTPP section 42A Report on the Natural Hazard provisions recommends substantial changes to improve the chapter and overlays, which is what the Council's other submission points sought.

We seek that the rest of Council's submission still stands.

Yours faithfully



Darryl Lew
Chief Executive

WEST COAST REGIONAL COUNCIL

To: Chair, West Coast Resource Management Committee

*I move that the public be excluded from the following parts of the proceedings of this meeting, namely – **item 10 to 12 (all inclusive)** due to privacy and commercial sensitivity reasons and that:*

- 1. Darryl Lew, Chris Barnes and Jo Field, be permitted to remain at this meeting after the public have been excluded due to their knowledge of the subjects. This knowledge will be of assistance in relation to the matters to be discussed; and*

- 2. That the minute taker also be permitted to remain.*

Item No	General Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 7 of LGOIMA for the passing of this resolution
10.1	Confidential Minutes of Meeting – 8 October 2024	The item contains information relating to commercial, privacy and security matters	To protect commercial and private information and to prevent disclosure of information for improper gain or advantage (s7(2)(a), s7(2)(b), and s7(2)(j)).
11.1	Actions List	The item contains information relating to commercial, privacy and security matters	To protect commercial and private information and to prevent disclosure of information for improper gain or advantage (s7(2)(a), s7(2)(b), and s7(2)(j)).

12	<i>Compliance Matters (Verbal Update)</i>	<i>The item contains information relating to commercial, privacy and security matters</i>	<i>To protect commercial and private information and to prevent disclosure of information for improper gain or advantage (s7(2)(a), s7(2)(b), and s7(2)(j)).</i>
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