



# **AGENDA**

Meeting of the  
**Buller District Council**

**Commencing at 5:00PM**  
**Wednesday 29 May 2024**

*To be held at the*  
Clocktower Chambers  
Palmerston Street  
Westport



## CORE COUNCILLOR ROLE AND RESPONSIBILITIES

The Governance role entails:

- Strategic planning and decision-making;
- Policy and strategy review;
- Community leadership and engagement, and stewardship;
- Setting appropriate levels of service;
- Maintaining a financially sustainable organisation; and
- Oversight/scrutiny of Council's performance as one team.

The governance role focusses on the big picture of 'steering the boat' - management's role focusses on 'rowing the boat'

Our commitments to best support each other and meet the challenges and opportunities of 2024 include:

### CLEAR AND RESPECTFUL COMMUNICATION

We are committed to:

Actively listening and not interrupting;

Remaining conscious of 'tone', body language, and amount of time speaking (allowing time for others);

Responding/answering in a timely manner; and

Being honest, reasonable, and transparent.

### TRUST AND RESPECT

We recognise that trust and respect must be earned and that a team without trust isn't really a team. Trust can be built by:

Valuing long-term relationships; being honest; honouring commitments; admitting when you're wrong; communicating effectively; being transparent; standing up for what's right; showing people that you care; being helpful; and being vulnerable.

### CONTINUOUS LEARNING AND IMPROVEMENT

Continuous learning and improvement are critical for growing together as a team.

We are committed to constantly reviewing what is going well and what needs to improve in relation to the way we work together, the processes we follow, and the outcomes we deliver.

NONE OF US IS AS SMART AS ALL OF US

# Council

<b>Chairperson:</b>	<b>Mayor</b>
<b>Membership:</b>	The Mayor and all Councillors
<b>Meeting Frequency:</b>	Monthly – or as required.
<b>Quorum:</b>	A majority of members (including vacancies)

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## **Purpose**

The Council is responsible for:

1. Providing leadership to, and advocacy on behalf of, the people of Buller district.
2. Ensuring that all functions and powers required of a local authority under legislation, and all decisions required by legislation to be made by local authority resolution, are carried out effectively and efficiently, either by the Council or through delegation.

## **Terms of Reference**

1. To exercise those powers and responsibilities which cannot legally be delegated by Council:
  - a) The power to set district rates.
  - b) The power to create, adopt and implement a bylaw.
  - c) The power to borrow money, or purchase or dispose of assets, other than in accordance with the Long Term Plan.
  - d) The power to adopt a Long Term Plan or Annual Plan, or Annual Report.
  - e) The power to appoint a Chief Executive Officer.
  - f) The power to adopt policies required to be adopted and consulted on under the Local Government Act 2002 in association with the Long Term Plan, or developed for the purpose of the Council's governance statement, including the Infrastructure Strategy.
  - g) The power to adopt a remuneration and employment policy for Chief Executive Officer.
  - h) The power to approve or change the District Plan, or any part of that Plan, in accordance with the Resource Management Act 1991.
  - i) The power to approve or amend the Council's Standing Orders.
  - j) The power to approve or amend the Code of Conduct for Elected Members.
  - k) The power to appoint and discharge members of committees.
  - l) The power to establish a joint committee with another local authority or other public body.
  - m) The power to make the final decision on a recommendation from the Parliamentary Ombudsman, where it is proposed that Council not accept the recommendation.
  - n) Health & Safety obligations and legislative requirements are met.

2. To exercise the following powers and responsibilities of Council, which the Council chooses to retain:
  - a) Resolutions required to be made by a local authority under the Local Electoral Act 2001, including the appointment of an electoral officer and reviewing representation arrangements.
  - b) Approval of any changes to Council's vision, and oversight of that vision by providing direction on strategic priorities and receiving regular reports on its overall achievement.
  - c) Adoption of governance level strategies, plans and policies which advance Council's vision and strategic goals.
  - d) Approval of the Triennial Agreement.
  - e) Approval of the local governance statement required under the Local Government Act 2002.
  - f) Approval of a proposal to the Remuneration Authority for the remuneration of Members.
  - g) Approval of any changes to the nature and delegations of the Committees.
  - h) Approval of funding to benefit the social, cultural, arts and environmental wellbeing of communities in Buller District
  - i) Ensuring Buller is performing to the highest standard in the area of civil defence and emergency management through:
    - i) Implementation of Government requirements
    - ii) Contractual service delivery arrangements with the West Coast Regional Group Emergency Management Office
  - j) All other powers and responsibilities not specifically delegated to the Risk and Audit Committee, subcommittees, independent hearing panels or Inangahua Community Board.



# Buller District Council



Venue: Clocktower Chambers, Westport. Livestreamed on BDC YouTube Channel

29 May 2024 05:00 PM - 07:00 PM

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**BULLER DISTRICT COUNCIL**

**29 MAY 2024**

**AGENDA ITEM: 1**

**Prepared by** Simon Pickford  
Chief Executive Officer

**APOLOGIES**

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**1. REPORT SUMMARY**

That Buller District Council receive any apologies or requests for leave of absence from elected members.

**2. DRAFT RECOMMENDATION**

**That there are no apologies to be received and no requests for leave of absence.**

**OR**

**That Buller District Council receives apologies from (insert councillor name) and accepts councillor (insert name) request for leave of absence.**

# BULLER DISTRICT COUNCIL

29 MAY 2024

AGENDA ITEM: 2

Prepared by Simon Pickford  
Chief Executive Officer

## MEMBERS INTEREST

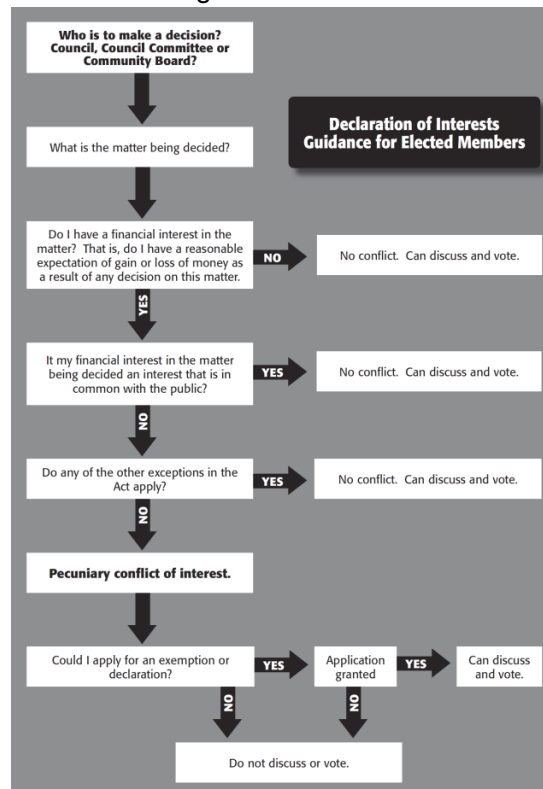
Members are encouraged to consider the items on the agenda and disclose whether they believe they have a financial or non-financial interest in any of the items in terms of Council's Code of Conduct.

Councillors are encouraged to advise the Governance Assistant, of any changes required to their declared Members Interest Register.

The attached flowchart may assist members in making that determination (Appendix A from Code of Conduct).

### DRAFT RECOMMENDATION:

**That Members disclose any financial or non-financial interest in any of the agenda items.**



**BULLER DISTRICT COUNCIL**

**29 MAY 2024**

**AGENDA ITEM: 3**

**Prepared by** Simon Pickford  
Chief Executive Officer

**Attachments** 1. Regulatory and Hearings Committee Meeting Minutes 29  
November 2023  
2. Council Public Meeting Minutes 24 April 2024

**CONFIRMATION OF MINUTES**

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**1. DRAFT RECOMMENDATION**

**That Council receive and confirm the Public minutes from the:**

- **Regulatory and Hearings Committee Meeting Minutes 29  
November 2023**
- **Council Public Meeting Minutes 24 April 2024**



**MEETING OF THE REGULATORY & HEARINGS COMMITTEE, HELD AT 11.30AM ON WEDNESDAY 29 NOVEMBER 2023 AT CLOCKTOWER CHAMBERS, PALMERSTON STREET, WESTPORT.**

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**PRESENT:** Chair Cr G Neylon, Mayor J Cleine, Councillors P Grafton, J Howard, T O'Keefe, A Pfahlert, C Reidy, R Sampson, G Weston

**IN ATTENDANCE:** S Gibling (CEO), S Judd (GM Regulatory Services), B Little (Policy Advisor), P Holms (GM Assistant with Community & Regulatory Services), G Barrell (Governance Secretary)

**MEETING DECLARED OPEN AT 11.30am**

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**1. APOLOGIES (Page 6)**

**Discussion:**

DM A Basher, L Webb

**RESOLVED** that there are no apologies to be received and no requests for leave of absence; or

That the Regulatory & Hearings Committee receives apologies from Councillor *name* and accepts Councillor *name* request for a leave of absence.

**Cr A Pfahlert /Cr G Weston**  
9/9

**CARRIED UNANIMOUSLY**

**2. MEMBERS INTEREST (Page 7)**

**Discussion:**

Nil

**RESOLVED** that Members disclose any financial or non-financial interest in any of the agenda items.

**Cr A Pfahlert/Cr T O'Keefe**  
9/9

**CARRIED UNANIMOUSLY**

**3. CONFIRMATION OF PREVIOUS MINUTES (Page 8)**

**Discussion:**

Nil

**RESOLVED** that the Regulatory and Hearings Committee receive and confirm previous minutes from the meeting of 11 October 2023.

Mayor J Cleine/Cr P Grafton

9/9

**CARRIED UNANIMOUSLY**

#### 4. KEEPING OF ANIMALS BYLAW 2022 HEARING REPORT (Page 35)

##### Discussion:

The markings in **red** below indicate the discussions and questions from Councillors

#	Name	Summary of Submission	Deliberations
33	Nicky Snoyink Forest and Bird	<ul style="list-style-type: none"> <li>• Recommends removing the 'urban' qualifier in the cat provisions of this bylaw thereby making the regulation apply district wide.</li> <li>• Supports a limit of TWO cats per household</li> <li>• Supports compulsory microchipping and registration</li> <li>• Proposes the compulsory requirement to de-sex cats from four months</li> <li>• Proposes allocating appropriate resources to ensure bylaw effectiveness - Forest &amp; Bird would support the provision of targeted funding towards subsidising de-sexing and microchipping and the establishment of an education and awareness programme teaching responsible cat ownership in addition to regulation through this Bylaw.</li> </ul>	<ul style="list-style-type: none"> <li>• Happy to see provisions for cats coming in.</li> <li>• Oppose restriction of cats to urban areas only</li> <li>• Dumping of cats happens a lot – creating a nuisance outside of urban boundaries</li> <li>• Important to protect national park and conservation land</li> <li>• recommends four months for desexing</li> <li>• <b>Welfare groups recommend four months – longer if a smaller cat for their welfare</b></li> <li>• <b>How could you put four months into a rule – better to go on recommendation from vet</b></li> <li>• <b>Are DOC on land? Yes. Looking at a national approach to manage cats – DOC presented to the meeting supporting this.</b></li> <li>• <b>Cost of microchipping – should owners pay or is there other funding? Unsure and speaks to the value of the pet.</b></li> <li>• <b>District wide vs urban may need to take a bit longer as this proposal is for urban. Change is a marked change and would need another submission if district wide was requested.</b></li> </ul>

6	Mark Pitchfork	<ul style="list-style-type: none"> <li>• 1 cat maximum and/or kept inside at night</li> </ul>	<ul style="list-style-type: none"> <li>• Has a lot of time and experience working within the environmental sector</li> <li>• Important to control their natural instinct to kill</li> <li>• Humans' fault in the dumping and cause of them becoming a problem. Up to us to change this</li> <li>• A lot of natural forestry on West Coast</li> <li>• We can be leaders in protection of species</li> <li>• Urges non urban areas also included</li> <li>• 2.5million feral cats currently in NZ</li> <li>• Why no fines for non compliance? This could all be a waste of time. People need to have consequences</li> <li>• Keep cats inside at night</li> <li>• Let's protect our native species.</li> <li>• Why not 2 cats? Ok with 2 cats just ensure they're inside at night</li> </ul>
17	Margaret Montgomery	<ul style="list-style-type: none"> <li>• 2 cats ok for average section but e.g. Holiday Park – many people on same site owning and caring for cats.</li> <li>• Same for pensioner housing. Wording is flawed.</li> </ul>	<ul style="list-style-type: none"> <li>• Holiday Park 5.5hs.</li> <li>• Per property. She has a number of cats on her land.</li> <li>• Prefer per household</li> <li>• If new people move in to her property and they have a cat, under current bylaw, they can't</li> <li>• Individuals that have their pets and care for their pets, just happen to live in her holiday part – property</li> <li>• Pensioner housing may face a similar issue if someone within that property area also has a cat</li> <li>• Please look at wording</li> </ul>



			<ul style="list-style-type: none"> <li>• If grandparents and cat move in with family and family already has a cat – this wouldn't be allowed to happen</li> <li>• Have you checked other districts? No but other holiday parks in other districts seem to be allowed.</li> <li>• Holiday Park has bird sanctuary, and the cats don't bother them</li> <li>• Exemptions are available</li> </ul>
30	Ross Eddy		<ul style="list-style-type: none"> <li>• Supports 2 cats in urban areas</li> <li>• Also not keen on pigs in urban areas, but flexible</li> <li>• If any animal becomes a nuisance this can already be dealt with</li> <li>• What about in non-urban areas? Same nuisance but can keep rodent problem down.</li> </ul>
32	Marie McAninch from SPCA	<ul style="list-style-type: none"> <li>• Cats are one of New Zealand's most popular companion animals. However, SPCA is concerned with a recent decrease in the number of owned cats that are desexed, that only half the number of owned cats are microchipped, and very few owners keep their cat(s) at home.</li> <li>• The unwanted cat population in New Zealand requires local (and national) policy solutions where the true cost of owning an undesexed and non-microchipped cat does not place an undue burden on New Zealand society.</li> <li>• supports reasonable limits on the number of cats per household as this can help ensure a cat's welfare needs are met and they experience A Good Life.</li> <li>• supports the mandatory microchipping and registration of microchips for all cats over four months of age in the Buller</li> </ul>	<ul style="list-style-type: none"> <li>• Encourages people to give cats home</li> <li>• A lot of cats that come to SPCA are unhealthy and suffering</li> <li>• Not desexing can get out of control very quickly</li> <li>• Possibly have an officer encouraging desexing</li> <li>• Thoughts on desexing at four months? No evidence to show any problems desexing at four months. A culture shift required to educate that four months is ok.</li> <li>• Can a cat be picked up off the street if unsure of owner and get it desexed? This is when microchipping works. SPCA holds strays for a period of time and may then adopt out or desex.</li> </ul>

		<p>District. Microchipping and microchip registration can help ensure a lost or injured cat's owner can be identified and contacted.</p> <ul style="list-style-type: none"> <li>• supports the mandatory desexing of all cats by four months of age or at the transfer of ownership in the Buller District unless a cat is a registered breeding animal or a veterinarian has deemed this would negatively impact the health of the cat. Desexing provides welfare benefits to the individual cat and is an important tool to address problems with cat overpopulation.</li> <li>• advocates for cat owners to keep their cats at home or on their property, and supports bylaws that facilitate this behaviour.</li> <li>• urges Buller District Council to improve their tracking of nuisance associated with roaming cats including property damage, spraying and defecating on neighbouring properties, and fighting with other cats causing injuries that then require veterinary treatment.</li> </ul>	<ul style="list-style-type: none"> <li>• SPCA may look at working with owners and lowering desexing costs if necessary</li> <li>• How much to desex cats? Cost to desex cat can be \$20 with snip n chip subsidy. Vets can charge between \$100-\$200</li> </ul>
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**DELIBERATIONS:**

S Judd advised regarding the terminology of Property vs Household, that exemptions are available and could come to Council individually.

B Little advised that initially lawyers had recommended that the term Property be used.

Could be changed to Dwelling or Household noting it would likely need an interpretation of this term in the front

She further advised if this were to happen then Council would look to ensure the exemption is an easy process. This would be dependent on individual circumstances.

**ACTION POINT:** B Little to investigate the legal terms and potential unforeseen circumstances of using the term Household vs Property and include in report to Council in December.

B Little clarified that the intention in this bylaw would apply to new cats into the area; not existing cats. Education around existing cats is important. If vets are supporting

desexing at six months, then a number of letters may need to be written for exemptions for six months. Exemptions are in place should the vet consider four months be detrimental to a particular cat's health.

Regarding microchipping, there is a \$20 cost to register microchip. The number that comes from this can then go to the Animal Companion website on which the animal is registered onto the national database. Recommends the register happens also to allow for local vets to scan and read in the registration also.

Regarding whether BDC currently subsidises desexing, S Judd advised they do not but could possibly look at it in the future.

**RESOLVED** that the Regulatory and Hearings Committee recommends to Council that the proposed Buller District Council Animals Bylaw 2022/2023 limit the number of cats allowed in possession to two.

**Cr G Weston /Cr T O'Keefe**  
9/9  
**CARRIED UNANIMOUSLY**

When it was noted that if someone doesn't want to microchip their cat, they don't have to, S Judd clarified that under this bylaw, they would have to because otherwise they would be in breach of the bylaw. There would not be anyone specifically policing this issue. However, if someone made a complaint about someone having multiple cats, for example, then there would be terms and conditions within this bylaw to enable staff to deal with the problem.

It was noted that this can allow an opportunity to promote a culture shift and educate people. A lot of people are passionate in reducing the number of cats to protect the environment.

Mayor J Cleine noted the importance to keep consistent in wording for all of bylaw not just cats. Property term used for poultry, livestock, pigs etc.

**RESOLVED** that the Regulatory and Hearings Committee recommends to Council that, in order to remain consistent throughout the bylaw, the wording remain as 'Property' in the proposed Buller District Council Animals Bylaw 2022/2023.

**Mayor J Cleine/Cr G Neylon**  
8/1  
**Cr R Sampson against**  
**MOTION CARRIED**

#### **Number of Pigs in Urban Areas:**

The current suggestion is two per property.

It was clarified that pigs are not permitted to reproduce in urban areas.

If limiting to two pigs, then it would be either two of same sex or desexed.

**RESOLVED** that the Regulatory and Hearings Committee recommends to Council that the proposed Buller District Council Animals Bylaw 2022/2023 limit the number of cats allowed in possession to two.

**Cr T O'Keefe/Cr J Howard**  
**9/9**  
**CARRIED UNANIMOUSLY**

**Reducing the age for Compulsory Microchipping, Registering and Desexing of Cats:**

It was advised that Buller Vets are not in favour of four months. They prefer up to 10 months, dependent on weight and size.

**RESOLVED** that the Regulatory and Hearings Committee recommends to Council that the age for compulsory microchipping registration and desexing remain at six months unless written otherwise by a Vet.

**Cr A Pfahlert/Mayor J Cleine**  
**7/1**  
**Cr P Grafton against**  
**Cr C Reidy abstained**  
**MOTION CARRIED**

**Urban Area Maps for Westport:**

**RESOLVED** that the Regulatory and Hearings Committee recommends to Council that the proposed Keeping of Animals Bylaw 2022/2023, as amended for public consultation on 17 May 2023 and attached as Appendix 2a and Appendix 2b, be adopted with the following change:

- a. Urban area map for Westport:
- exclude areas identified in submission numbers 10 and 23);

**Mayor J Cleine/Cr A Pfahlert**  
**9/9**  
**CARRIED UNANIMOUSLY**

**Bylaw for Cats to Apply to Urban Area Only:**

Mayor J Cleine reminded that urban/rural divide more speaks to acknowledging that people living in a rural area are likely more accepting to the fact that pigs and roosters etc may live on the neighbouring property; whereas residents in urban area would be less inclined to appreciate this.

**RESOLVED** that the Regulatory and Hearings Committee recommends to Council that the proposed Keeping of Animals Bylaw 2022/2023 bylaw regarding cats apply only to cats within an urban area.

**Mayor J Cleine/Cr R Sampson**  
**9/9**  
**CARRIED UNANIMOUSLY**

Cr J Howard felt very strongly that the bylaw should restrict cats districtwide. She noted it may be beneficial to pass this bylaw now and later seek an amendment to move to districtwide, preferably within 12 months.

Cr C Reidy reminded that this urban boundary bylaw covers all animals and not just cats.

**RESOLVED** that the Regulatory and Hearings Committee thanks all those submitters who made submissions to both rounds of public consultation on the proposed Keeping of Animals Bylaw 2022/23;

**Cr G Neylon/Cr P Grafton**  
9/9

**CARRIED UNANIMOUSLY**

Mayor J Cleine acknowledged former Councillor and Chair of Regulatory and Hearings Services, Phil Rutherford for his recommendation that this bylaw process begin.

**RESOLVED** that the Regulatory and Hearings Committee instructs officers to prepare a report to council on the 13 December 2023 to reflect the recommendation above.

**Cr G Neylon/Cr A Pfahlert**  
9/9

**CARRIED UNANIMOUSLY**

- 
- There being no further business the meeting concluded at 12.58pm.
  - **Next Meeting:** TBA, Clocktower Chambers, Palmerston Street, Westport.
- 

**Confirmed:** ..... **Date:** .....



**THE BULLER DISTRICT COUNCIL, HELD AT 3.30PM ON WEDNESDAY 24 APRIL 2024 AT CLOCKTOWER CHAMBERS, PALMERSTON STREET, WESTPORT.**

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**PRESENT:** Mayor J Cleine, DM A Basher, Councillors P Grafton, J Howard, A Pfahlert, G Neylon, R Sampson, Cr L Webb, G Weston.

**ATTENDING VIA ELECTRONIC LINK:** Cr C Reidy, Cr T O'Keefe

**IN ATTENDANCE:** S Pickford (CEO), D Marshall (Chief Financial Officer), K Trigg (GM Community Services), N Riley (GM Regulatory Services), C McDonald (Governance Assistant), N Woodward (Comms), B Little (Policy Advisor), M Duff (GM Infrastructure Services)

**PUBLIC:** Allen Morris

**MEDIA:** Lee Scanlon

**PUBLIC FORUM:**

**Kevin Smith:** Mr Smith spoke to the difficulty regarding the sound quality of the livestream and questioned the suitability of this room for audio video conferences. Would like a digital clock during the meeting whilst it is in progress. Speakers need to come to the chair at the front of the meeting.

**Rachel Fifield:** Rachel has provided an additional letter of support for the Reefton community hub project. 246 people in the Inangahua area would like feasibility study. The paper will go through to May Council after ICB has reviewed the paper and put forward their recommendation.

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**MEETING DECLARED OPEN AT: 3.42pm**

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**1. APOLOGIES (Page 8)**

**Discussion:**

Cr A Pfahlert to depart 4.15pm for a prior engagement

N Tauwhare (Iwi Representative)

Cr L Webb

Cr C Reidy joined the meeting at 3.42pm

**RESOLVED** That Buller District Council receives apologies from N Tauwhare (Iwi Representative) Cr L Webb and accepts Cr A Pfahlert request for leave of absence.

**Mayor J Cleine / Cr G Neylon**  
10/10  
**CARRIED UNANIMOUSLY**

**2. MEMBERS INTEREST (Page 9)**

**Discussion:**

Cr R Sampson - Market Cross Group and will abstain from voting  
Cr G Neylon - Public Excluded Agenda Item 2  
Cr Joanne Howard - Westport LSAR  
Mayor J Cleine - Buller Budget Advisory Services and will abstain from voting

**RESOLVED** that members disclose any financial or non-financial interest in any of the agenda items.

**Cr P Grafton / Cr A Pfahlert**  
10/10  
**CARRIED UNANIMOUSLY**

**3. CONFIRMATION OF PREVIOUS MINUTES (Page 11)**

**Discussion:**

No corrections to any public minutes.

**RESOLVED that** Council receive and confirm the minutes from the:

- CESC Meeting Minutes 15 November 2023
- Extraordinary Meeting 7 March 2024
- Meeting 27 March 2024
- Extraordinary Meeting 10 April 2024

**Mayor J Cleine / Cr A Pfahlert**  
10/10  
**CARRIED UNANIMOUSLY**

**4. ACTION POINTS REPORT (Page 33)**

**Discussion:**

**RESOLVED** that Council receive the Action Points list for information.

**Deputy Mayor A Basher / Cr P Grafton**  
10/10  
**CARRIED UNANIMOUSLY**

**5. AMENDMENTS TO NGAKAWAU-HECTOR RESERVE SUBCOMMITTEE TERMS OF REFERENCE (Page 35)**

**Discussion:**

K Trigg spoke to the paper.

**RESOLVED:** That the Council:

1. Adopt the amended Terms of Reference for the Ngakawau-Hector Reserve Subcommittee attached as Attachment 2; or

- ~~2. Adopt the amended Terms of Reference for the Ngakawau Hector Reserve Subcommittee attached as Appendix 2 with changes (to be specified); or~~
- ~~3. Retain the existing Terms of Reference adopted on 31 July 2023 with amendments to delete reference to the Ngakawau Hall and to change the Committee responsible for the subcommittee to Risk and Audit Committee~~

**Cr G Neylon / Cr Joanne Howard**

**10/10**

**CARRIED UNANIMOUSLY**

**6. LEASEHOLD PROPERTIES - 20% DISCOUNT OFFER (Page 52)**

**Discussion:**

A question was asked around whether applications received before the 30<sup>th</sup> of June 2024 will still be accepted? It was confirmed that yes they will.

**RESOLVED** That the twenty percent discount of the independently assessed market value of leasehold land be discontinued from 30 June 2024.

**Mayor J Cleine / Cr G Weston**

**10/10**

**CARRIED UNANIMOUSLY**

**7. COMMUNITY GRANTS: ACCOUNTABILITY REPORT (Page 58)**

**Discussion:**

**RESOLVED** That Council receives the correspondence for information.

**Mayor J Cleine / Cr A Pfahlert**

**10/10**

**CARRIED UNANIMOUSLY**

**8. COMMUNITY GRANTS: FUNDING APPLICATIONS (Page 99)**

**Discussion:**

Attachment 10 – Lyric Theatre application withdrawn

Attachment 11 – LSAR is receiving funding separate from the grants.

***Applications to be removed***

Carters Beach Hall Subcommittee

Cr A Pfahlert / Cr P Grafton

10/10

**CARRIED UNANIMOUSLY**

Grey Valley Rugby Club

Cr Joanne Howard / Cr P Grafton

10/10

**CARRIED UNANIMOUSLY**

Westport Whitebait Festival

Cr Joanne Howard / Cr R Sampson

10/10



CARRIED UNANIMOUSLY

Homebuilders Trust  
Cr C Reidy / Cr G Neylon  
2/8  
MOTION LOST

Reefton Boxing  
Cr R Sampson / Cr A Pfahlert  
7/3  
MOTION LOST

Inangahua Junction Reserve and Hall Subcommittee  
Deputy Mayor A Basher / Cr R Sampson  
7/3  
MOTION LOST

***Applications granted full funding***

Buller Budget Advisory \$12,416.00  
Deputy Mayor A Basher / Cr T O'Keefe  
4/5/1  
Mayor J Cleine abstained from the vote  
MOTION LOST

Westport Municipal Band \$3,721.34  
Cr A Pfahlert / Cr Joanne Howard  
9/1  
MOTION CARRIED

Homebuilders Trust \$4,000.00  
Cr A Pfahlert / Mayor J Cleine  
8/2  
MOTION CARRIED

Northern Buller Museum \$10,000.00  
Cr T O'Keefe / Cr A Pfahlert  
4/6  
MOTION LOST

Cr A Pfahlert departed the meeting 4.20pm

Charleston-Westport Coastal Trail Trust \$3,120.60  
Cr Joanne Howard / Cr G Weston  
3/6  
MOTION LOST

Hato Hone St John Youth \$1,200.00  
Cr Joanne Howard / Mayor J Cleine  
6/2  
MOTION CARRIED

Cr C Reidy departed 4.22pm

NZ Council of Victim Support Groups Inc. \$8,000.00  
Cr T O'Keefe / No seconder  
MOTION WITHDRAWN

Market Cross Community Group \$4,111.37  
Cr Joanne Howard / Cr T O'Keefe  
6/1/1  
Cr R Sampson abstained from the vote  
MOTION CARRIED

***Applications granted partial funding***

Buller Budget Advisory Service \$8,616.00  
Deputy Mayor A Basher / Cr Joanne Howard  
6/1/1  
Mayor J Cleine abstained from the vote  
MOTION CARRIED

Cr C Reidy returned 4.26pm

Charleston-Westport Coastal Trail Trust \$2,000.00  
Cr G Weston / Cr Joanne Howard  
3/6  
MOTION LOST

Inangahua Junction Reserve & Hall Subcommittee \$5,000.00  
Cr G Neylon / Cr G Weston  
8/1  
MOTION CARRIED

Northern Buller Museum, Granity \$5000.00  
Deputy Mayor A Basher / Cr T O'Keefe  
9/9  
CARRIED UNANIMOUSLY

NZ Council of Victim Support Groups Inc. \$4,000.00  
Deputy Mayor A Basher / Cr Joanne Howard  
4/5  
MOTION LOST

Whenua Iti Outdoors \$2,500.00  
Cr Joanne Howard / Deputy Mayor A Basher  
8/1  
MOTION CARRIED

Reefton Boxing \$2,000.00  
Cr G Neylon / Cr Joanne Howard  
9/9  
CARRIED UNANIMOUSLY

NZ Council of Victim Support Groups Inc. \$2,000.00  
Deputy Mayor A Basher / Cr G Weston

5/4  
MOTION CARRIED

Cr R Sampson departed 4.39pm

Charleston-Westport Coastal Trail Trust \$1403.82  
Mayor J Cleine / Cr P Grafton  
6/2

Cr R Sampson was not present for the vote  
MOTION CARRIED

**RESOLVED** That the Council The Buller District Council considers the funding applications and advises of its decision

**Mayor J Cleine / Deputy Mayor A Basher**  
8/8

Cr R Sampson was not present for the vote.  
**CARRIED UNANIMOUSLY**

**9. RURAL TRAVEL FUND: ACCOUNTABILITY REPORT (Page 378)**  
**Discussion:**

Cr R Sampson returned at 4.40pm

**RESOLVED** That the Council The Buller District Council receives the correspondence for information

**Mayor J Cleine / Cr T O'Keefe**  
9/9

**CARRIED UNANIMOUSLY**

**10. RURAL TRAVEL FUND (RTF): FUNDING APPLICATIONS (Page 392)**  
**Discussion:**

***Applications to be removed***  
Nil

***Applications granted full funding***

Buller Gymnastics Club Inc. \$1,320.00  
Buller Hockey Association \$2,000.00  
Reefton Basketball Association \$1,000.00  
Deputy Mayor A Basher / Cr R Sampson  
8/1

MOTION CARRIED

***Applications granted partial funding***

Reefton Boxing Gym \$2,500.00  
Deputy Mayor A Basher / Cr G Neylon  
7/2

MOTION CARRIED

Reefton Rugby Club – Boys \$3,500.00  
 Deputy Mayor A Basher / Cr P Grafton  
 8/1  
 MOTION CARRIED

Reefton Rugby Club – Girls \$1830.00  
 Mayor J Cleine / Deputy Mayor A Basher  
 7/2  
 MOTION CARRIED

**RESOLVED** That The Buller District Council considers the funding applications and advises of its decision.

**Mayor J Cleine / Cr G Weston**  
 9/9  
**CARRIED UNANIMOUSLY**

**11. MAYOR'S REPORT (Page 431)**

**Discussion:**

Mayor J Cleine answered questions regarding the submission on the fast track approvals bill.

Cr P Grafton departed 5.00pm

Cr P Grafton returned 5.02pm

**RESOLVED** That Council:

1. Receive the report for discussion and information.

**Deputy Mayor A Basher / Cr G Weston**  
 9/9

**CARRIED UNANIMOUSLY**

2. Notes Inwards and Outwards Correspondence and provide direction for any responses required.

**Cr P Grafton / Deputy Mayor A Basher**  
 9/9

**CARRIED UNANIMOUSLY**

3. Approves payment of LGNZ membership fee for 2024/25 year.

**Mayor J Cleine / Cr P Grafton**  
 9/9

**CARRIED UNANIMOUSLY**

4. Approves the submission on the Fast Track Approvals Bill made to Parliament Environment Committee on the 19 April 2024.

**Deputy Mayor A Basher / Cr P Grafton**

6/3

**MOTION CARRIED**

**12. CHIEF EXECUTIVE OFFICER'S REPORT (Page 497)**

**Discussion:**

S Pickford spoke to his report

Cr G Neylon departed 5.14pm and was not present for vote

**RESOLVED** That the Council receive the report Chief Executive Officers Report for information.

**Deputy Mayor A Basher / Cr G Weston**

8/8

**Cr G Neylon was not present for the vote**

**CARRIED UNANIMOUSLY**

**13. PORTFOLIO LEADS VERBAL UPDATE (Page 501)**

**Discussion:**

Cr G Neylon returned 5.15pm

**RESOLVED** That Council receive verbal updates from the following Chairs and Council Representatives, for information:

- a. Inangahua Community Board – Cr G Neylon (Deputy Chair). Meeting successful in Ikamatua this month and the intention is to move to Inangahua and Maruia areas for meetings
- b. Regulatory Environment & Planning - Councillors Neylon and Basher. District Licensing Committee hearing on 6<sup>th</sup> May 10am.
- c. Community Services - Councillors Howard and Pfahlert. Cr Pfahlert attended District Heritage forum and it was good to hear planned work. Going to review the grants process with feedback to be sought from Councillors.
- d. Infrastructure - Councillors Grafton and Weston. Have had a couple of meetings with SLT and there are lots of issues coming up. Currently deciding at what stage a workshop is needed.
- e. Corporate Policy and Corporate Planning - Councillors Reidy and Sampson. Nothing to report.
- f. Smaller and Rural Communities - Councillors O'Keefe and Webb. Cr O'Keefe attended a training workshop at Waimangaroa for standing orders and code of conduct. The Mokihinui Subcommittee are keen on holding the same workshop.
- g. Iwi Relationships - Ngāti Waewae Representative Ned Tauwhare and Mayor Cleine. Mayor Cleine has reached out to Ngai Tahu around 3 waters and is awaiting a response.
- h. Te Tai o Poutini Plan – Mayor J Cleine and Cr G Neylon. There is a TTPP meeting on 29<sup>th</sup> of April via zoom
- i. Joint Committee Westport Rating District – Mayor J Cleine, Cr J Howard and Cr C Reidy. Regional Council are trying to set a date for the committee to come together. Last meeting was April 2023. West Coast Regional Council is

responsible for setting the meetings. Mayor J Cleine has been advocating for a meeting since November.

- j. WC Health Localities Project - Cr G Neylon. This project still undecided whether it will be continued under current Government
- k. Regional Transport Committee – Cr Phil Grafton Nothing to report. Meeting end of June.

**Mayor J Cleine / Cr P Grafton**  
9/9

**CARRIED UNANIMOUSLY**

***The public forum response below was addressed between Public Excluded Agenda item 1 and 2 and has been moved into the public minutes. It reads as follows:***

**PUBLIC FORUM RESPONSE**

Kevin Smith – It is acknowledged that there is difficulty with the building acoustics. There has been a discounted price come back for new system. IT has requested a demonstration of this system before commitment is made to purchase. Kevin will be sent a written response to this.

Rachel Fifield – ICB will receive the report at the ICB meeting in May and bring their response back to Council at the end of May.

**14. PUBLIC EXCLUDED REPORT (Page 100)**

**Discussion:**

**RESOLVED** That the public be excluded from the following parts of the proceedings of this meeting:

<b>Item No.</b>	<b>Minutes/Report of:</b>	<b>General Subject</b>	<b>Reason For Passing Resolution Section 7 LGOIMA 1987</b>
<b>PE 1</b>	Douglas Marshall - Chief Finance Officer	Financial forecasts of dredge operations	<b>(s 7(2)(h))</b> – enable any local authority holding the information to carry out, without prejudice or disadvantage, commercial activities
<b>PE 2</b>	Douglas Marshall – Chief Finance Officer	Acceptance of tender for Wharf repair project from flood events	<b>(s 7(2)(i))</b> - enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations);

<b>PE 3</b>	Simon Pickford - CEO	Confirmation of Previous Public Excluded Minutes	<b>(s 7(2)(j))</b> - Prevent the disclosure or use of official information for improper gain or improper advantage.
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<b>PE 4</b>	Simon Pickford - CEO	Update on Project Management Office	<b>(s 7(2) (f))</b> - Maintain the effective conduct of public affairs through the protection of such members, officers, employees, and persons from improper pressure or harassment
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**Mayor J Cleine / Deputy Mayor A Basher**

**9/9**

**CARRIED UNANIMOUSLY**

A break of ten minutes commenced at 5.27pm

The meeting will be in Public Excluded upon recommencing.

**BULLER DISTRICT COUNCIL**

**29 MAY 2024**

**AGENDA ITEM: 4**

**Prepared by** Simon Pickford  
Chief Executive Officer

**COUNCIL ACTION POINT LIST**

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**1. REPORT SUMMARY**

A summary of council resolutions requiring actions.

**2. DRAFT RECOMMENDATION**

**That Council receive the Action Point list for information.**



## Council Action Points - CURRENT

No	Meeting Date / Action Point	Responsible	Update	Date Required By
24	<b>29 November 2023</b> <b>Punakaiki Campground</b> Update on progress with upgrading the Punakaiki Wastewater Treatment Plant	D Marshall	<p>A budget of \$796,000 was included in the 2023/2024 annual plan for this project. The project has funding of \$398,000 from the TIF fund, \$198,000 from various council sources and \$200,000 from other funds - external funding.</p> <p>Current estimates to undertake the project are \$496,000. Staff have a number of matters to complete before the project commences including:</p> <ul style="list-style-type: none"> <li>• Decision to proceed or not with a propriety system and sole supplier.</li> <li>• The level of TIF funding if the project cost is lower (approved application was based on a 50% contribution at cost estimate of \$796,000</li> <li>• External funding - indications are that funding may not be available</li> </ul> <p><u>Update 16 April 2024</u></p> <p>Council staff have engaged with staff managing the TIF fund. We have noted that we expect to have a much lower claim than they are funding us for due to lower project costs but that we are now unlikely to receive the \$200,000 of external funding.</p> <p>TIF have advised that the saving on the grant claim can be used to fund this shortfall if it occurs as they will still get a saving based on our forecasts.</p>	26 June 2024
25	<b>28 February 2024</b> <b>Punakaiki Campground Lease</b> D Marshall to bring back reports to April Council regarding proposal from the Leasee	D Marshall	<p>Staff have been focused on achieving the additional funding from TIF during the last month and on preparing the draft enhanced annual plan.</p> <p>Staff will be contacting the leasee over the effluent system installation in the coming month and will engage and report back on their proposal by end of June.</p>	26 June 2024
26	<b>28 February 2024</b> <b>Brougham House Update</b> Staff will report back in December 2024 on progress update on options being considered for Brougham House, EOC and Library.	K Trigg		18 December 2024

## BULLER DISTRICT COUNCIL

29 MAY 2024

AGENDA ITEM: 5

**Prepared by** - Bronwyn Little  
- Senior Policy Advisor

**Reviewed by** - Krissy Trigg  
- Group Manager Community Services

**Public Excluded:** No

### PROPERTY RATIONALISATION PROJECT

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#### 1. REPORT SUMMARY

This report updates Council with the latest information regarding the property rationalisation project. It includes updates on the properties which have been approved for disposal by Council, subject to legal advice, which remain unsold including some that have now been identified for possible future alternative uses. It outlines options for several newly identified properties considered surplus to requirements or underutilised. It also seeks Council approval to proceed with the road stopping process for an unformed legal road dividing the Reefton depot property to assist with the sale of the land.

#### 2. DRAFT RECOMMENDATION

**That Council:**

1. **Notes the progress made in the property rationalisation project.**
2. **With regard to the former Reefton Depot:**
  - a) **Consents to the stopping of the legal road adjoining Sections 845 to 854 Town of Reefton (Reefton Depot) as both owner of the adjoining land and the territorial authority in accordance with Section 116 of the Public Works Act 1981; and**
  - b) **Instructs the Chief Executive Officer to proceed with the requirements of Section 116 of the Public Works Act 1981 to**

request the Minister of Land Information to stop the legal road adjoining Sections 845 to 854 Town of Reefton.

3. With regard to 13 Plaskett Street, Reefton (Lot 3 DP 16814) either:
  - a. instructs the Chief Executive Officer to bring a report to Council outlining the Section 82 Local Government Act 2002 requirements for consultation for consideration and resolution:  
or
  - b. removes the property from the list of Council owned properties to be disposed of under the Property Rationalisation Project and rescinds the resolution of 27 April 2022 in Agenda Item 7 Property Rationalisation Project:
    - '1. Instructs the Chief Executive Officer to proceed with the process of disposal of the following council owned properties, subject to legal advice:*
      - d. *Plaskett Street (Lot 3 DP 16814 NL13C/404)'*.
4. With regard to the Reefton Service Centre building and associated land (sections 178-179 Town of Reefton NL 8B/1024) instructs the Chief Executive to either proceed.
  - a. with the disposal of the property subject to legal advice; or
  - b. to lease the building at a commercial rate; or
  - c. to lease the building for a community use at a commercial rental amount; or
  - d. to lease the building for a community use at a peppercorn rental amount.
5. With regard to 119 and 212 Broadway, Reefton (Part of Lot 1 DP 11987 Town of Reefton NL10D/406) the two senior housing units currently under care and maintenance at the eastern end of the site being instructs the Chief Executive Officer to either:
  - a. proceed with the process of disposal of the portion of land containing the two units subject to legal advice - including demolition of the buildings, and subdivision of the site - with proceeds from the sale of the property to be allocated to the senior housing upgrade and maintenance programme; or
  - b. proceed with the process of disposal of the portion of land containing the two units subject to legal advice and subdivision of the site - with proceeds from the sale of the property to be allocated to the senior housing upgrade and maintenance programme; or
  - c. Further investigate and report back to Council on the alternatives including the costs of building new unit/s and refurbishment of existing units to healthy homes standards.

### 3. ISSUES & DISCUSSION

#### 3.1 BACKGROUND

Following the direction set in the Long-Term Plan 2021-2031 the Council Property Rationalisation Project has identified a number of council owned properties which are recommended for sale. Three groups of properties have been approved for disposal in the reports to the 30 March 2022, 27 April 2022 and 29 March 2023 Council meetings.

To date six properties have been sold on the open market. The remaining 8 which were identified for disposal are still in various stages of preparation for sale, including legal advice. Two have now however been identified for possible future use by the Infrastructure Group.

COUNCIL LAND APPROVED FOR DIVESTING	
<b>1</b>	<p><b>84 Domett Street</b> (Lot 1 DP 399643) and <b>Bentham Street</b> (Part Lot 78 DP 47)</p> <p>Potential requirement for stormwater purposes under investigation.</p> <ul style="list-style-type: none"><li>• Adjoining land on HAIL register and known to have been used for storage by former lessee.</li><li>• Further Preliminary Site Investigation for contamination completed and action under consideration.</li><li>• Subject to Westport Municipal Reserve Act 1875</li><li>• Letters to Minister of Land Information and Minister in Charge of Treaty Settlements if going forward.</li><li>• BDC Infrastructure team to further investigate regarding stormwater options.</li></ul>

2	<p><b>William/Bridge/Don Streets, former depot Reefton</b> (Sections 845 - 854 Town of Reefton SO 9594 and Section 1357 Town of Reefton SO 9879)</p> <ul style="list-style-type: none"> <li>• Separate Section 1357 from adjoining property certificate of title</li> <li>• Road Stopping Public Works Act 1981 process – council consent required first.</li> <li>• Valuation of whole site</li> <li>• Section 40 (S 40) offer back to Minister</li> <li>• Minister's decision</li> <li>• Marketing</li> </ul>	<ul style="list-style-type: none"> <li>• Majority of property on HAIL register: <i>Verified HAIL site: risk not quantified</i></li> <li>• Preliminary Site Investigation report completed 2022</li> <li>• Section 1357 needs to be removed from adjoining senior housing title.</li> <li>• Legal road through the property to be stopped.</li> <li>• Valuation underway.</li> <li>• S.40 Public Works Act 1981 (PWA1981) offer back required to Minister of Land Information.</li> </ul>
3	<p><b>13 Plaskett Street, Reefton</b> (Lot 3 DP 16814)</p> <ul style="list-style-type: none"> <li>• Decision regarding moving forward with process to dispose of property.</li> <li>• If yes: <ul style="list-style-type: none"> <li>• Report to Council S 82 LGA 2002 consultation resolved</li> <li>• Consultation</li> <li>• Hearing if required</li> <li>• Decision</li> </ul> </li> </ul> <p><u>Staff Recommendation:</u> Do not proceed further with divestment of land.</p>	<ul style="list-style-type: none"> <li>• S. 40 PWA1981 Act advice received – no obligations to offer back to any third party</li> <li>• The property falls within the definition of a park and the provisions of S.138 Local Government Act 2002 (LGA2002) apply to the property</li> <li>• Council must therefore consult on the proposal before it sells or agrees to sell the property</li> <li>• S 82 LGA2002 (principles of consultation) apply</li> <li>• Council resolution required to confirm consultation process</li> </ul>
4	<p><b>71 Domett Street/Percy's Bush</b> (Sections 7 &amp; 8 SQ 141)</p> <p>Potential requirement for stormwater purposes under investigation.</p>	<ul style="list-style-type: none"> <li>• Viability of option to subdivide off a small part of property still underway - in particular, the financial costs.</li> <li>• BDC Infrastructure team to further investigate regarding stormwater options.</li> </ul>

5	<b>Boswell Street Denniston</b> - Lot 2 DP 1987, Record of Title NL68/279 (172m <sup>2</sup> )	<ul style="list-style-type: none"> <li>• Full history and S 40 PWA1981 advice required and underway</li> </ul>
6	<b>Gillies St (north) Denniston</b> - Part Section 90 TN Of Denniston, Record of Title NL20/89 (546m <sup>2</sup> )	<ul style="list-style-type: none"> <li>• Full history and S 40 PWA1981 advice required and underway</li> </ul>
7	<b>Corner Gillies and Boswell Streets – Denniston</b> Part Section 67 TN OF Denniston, Record of Title NL33/90 (383m <sup>2</sup> )	<ul style="list-style-type: none"> <li>• Full history and S 40 PWA1981 advice required and underway</li> </ul>
8	<b>Gillies Street (south) Denniston</b> - Lot 1 DP 542 Record of Title NL39/95 (413m <sup>2</sup> )	<ul style="list-style-type: none"> <li>• Full history and S 40 PWA1981 advice required and underway</li> </ul>
9	<b>7 Aiken Street, Waimangaroa</b> - Lot 70 DP 21 Blk II Kawatiri SD, Record of Title NL12A/96	<ul style="list-style-type: none"> <li>• Land purchased as part of abandoned land process</li> <li>• Full history and S 40 PWA1981 advice required and underway</li> </ul>

### 3.2 Potential properties for disposal

Investigation into underutilised council owned properties has been continuing. The following are for Council consideration:

i) Former Reefton Service Centre:

In 2022 the Buller District Council Reefton Service Centre amalgamated with the Reefton Visitor Information Centre in Broadway. The former Service Centre is now vacant.

An initial search of council archives shows that the land and building were purchased from the Crown in 1989. It is understood that NZ Post operated the Reefton Post Office from the building. Inangahua County Council appears to have purchased the building and land to continue operating the post office and provide offices for their own staff. After local government amalgamation in November 1989 Buller District Council continued to use the building for the Reefton Service Centre and continued to provide NZ Post services along with the library services.

Legal advice is being sought; however, it is likely that if the land and building were to be sold by Council the offer back process under Section 40 PWA1981 would be required as the property was acquired for the purposes of a public work i.e. the post office and council office. The offer back of the property, in this case most likely to be the Minister of Land Information, would be based on the current valuation.

It is noted that the property is gazetted as Post Office (NZ Gazette Notice 1969 p.902). This matter will also need to be addressed, subject to legal advice, if a decision to sell the property was made.

As noted above the land and building are no longer used for Council purposes. There are a range of options for the future of the property outlined in the table below:

Option	Benefits	Challenges
<p><b>a.</b> sale of the property subject to legal advice</p> <p>Valuation (May 2024):            Land Value \$185,000            Improvements \$210,000  <b>Market Value \$395,000</b>            (Excl. GST)</p> <p><u>Staff Recommendation:</u>            Proceed with divestment of property</p>	<ul style="list-style-type: none"> <li>• Immediate financial return to Council</li> <li>• No future maintenance costs</li> <li>• Proceeds could be used for benefit of Inangahua Ward</li> </ul>	<ul style="list-style-type: none"> <li>• Legal matters to be resolved prior to sale e.g. S40 PWA1981– see below</li> </ul>
<p><b>b.</b> lease the building at a commercial rate</p>	<ul style="list-style-type: none"> <li>• On-going return</li> </ul>	<ul style="list-style-type: none"> <li>• Lower return to Council over time</li> <li>• No immediate return to Council</li> <li>• Maintenance costs would still be incurred</li> </ul>
<p><b>c.</b> leases the building for a community use at a commercial rental amount</p>	<ul style="list-style-type: none"> <li>• On-going return</li> <li>• Space for community use.</li> </ul>	<ul style="list-style-type: none"> <li>• Lower return to Council over time</li> <li>• No immediate return to Council</li> <li>• Maintenance costs would still be incurred.</li> </ul>
<p><b>d.</b> lease the building for a community use at a</p>	<ul style="list-style-type: none"> <li>• Space for community use</li> </ul>	<ul style="list-style-type: none"> <li>• Maintenance costs would still be incurred</li> </ul>

peppercorn rental amount	<ul style="list-style-type: none"> <li>No cost to community groups</li> </ul>	<ul style="list-style-type: none"> <li>No return to Council.</li> <li>Inconsistent with how Council uses other buildings</li> </ul>
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Council will be aware that a proposal to use this building as a community hub has been made by a group of Reefton Community members. If the decision of Council is to retain the building then further investigation into this option would be required alongside the other options which retain the building above. The proposal from the group, sent previously to all Inangahua Community Board members and Councillors provides a high level, concept plan about how the community group would use this facility at ‘no cost to Council’.

It is also noted in relation to the above that the Inangahua Community Board at its meeting on 7 May 2024 resolved (unconfirmed minutes):

*‘Resolved that the Inangahua Community Board wait to make any recommendation on the Community Proposal until more information is received about the options for the Reefton Service Centre Building via a staff report at the May Council Meeting’*

It should be noted there are a number of community facilities in Reefton that Council owns or contributes towards including the Reefton Visitor and Service Centre, Community Centre, and Women’s Institute Rooms. Some of these facilities could be used as a meeting point for community members.

If the property was to be sold, the proceeds could be utilised for projects within the Inangahua Ward such as senior housing upgrades and other community projects if the Council was to make such a decision.

ii) 119 and 121 Broadway, Reefton 2 Senior Housing Units under Care and Maintenance

There are two senior housing units in Broadway, Reefton which have not been in use for many years due to their state of disrepair. The units were built in the 1950s and occupy the same property and certificate of title (Lot 1 DP 11987 Town of Reefton NL10D/406) as the other six units which were built in the 1980s and 1990s.

There is no current valuation for these units as is or if subdivided.

Options for the future of the two older units include:

Options	Benefits	Challenges
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<p><b>a)</b> Refurbish and put back into the senior housing portfolio</p>	<ul style="list-style-type: none"> <li>• Two more senior housing units in Reefton</li> </ul>	<ul style="list-style-type: none"> <li>• Costs for refurbishment up to healthy homes standards have been estimated at \$300,000 – this is currently not budgeted for</li> <li>• On-going maintenance which the rent would not cover</li> </ul>
<p><b>b)</b> Demolish and put new senior housing on site</p>	<ul style="list-style-type: none"> <li>• One or two new senior housing units in Reefton</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of demolition estimate \$10,000</li> <li>• Cost of new unit/s unknown</li> <li>• On-going maintenance which the rent unlikely to cover</li> <li>• Council policy is not to build any further senior housing units</li> </ul>
<p><b>c)</b> Demolish units and sell land</p>	<ul style="list-style-type: none"> <li>• Sale proceeds could be ring-fenced to apply to senior housing upgrade and maintenance programme</li> <li>• Two units unable to be inhabited in current state (see above for costs) – status quo</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of demolition estimate &amp;10,000</li> <li>• Cost of site investigations, survey, and Council fees for subdivision from rest of the site estimate \$20,000-30,000 depending on need for hazard assessment (unlikely).</li> </ul>
<p><b>d)</b> Sell land with units remaining</p> <p><u>Staff Recommendation:</u> Proceed with divestment of property through this option.</p>	<ul style="list-style-type: none"> <li>• Sale proceeds could be ring-fenced to apply to senior housing upgrade and maintenance programme.</li> <li>• Two units unable to be inhabited in current state (see above for costs) - status quo</li> </ul>	<ul style="list-style-type: none"> <li>• Cost of site investigations, survey, and Council fees for subdivision from rest of the site estimate \$20,000-30,000 depending on need for hazard assessment (unlikely).</li> </ul>

The Senior Housing Steering Group considered the options above however no decision was made at the time (July 2022) as Council was awaiting the outcome of the Better Off Funding application. The final application did not include a senior housing component. Later Steering Group meetings did not directly discuss these units. The last report to Council in May 2023 resolved to look at options for the entire Senior Housing Portfolio, which is an ongoing project.

## 4. CONSIDERATIONS

### 4.1 Strategic Impact

The rationalisation of council property to ensure it is managed and utilised responsibly and for the benefit of the community is aligned to the Council's policy and direction.

In the 2021-2031 Long Term Plan one of the key assumptions is as follows:

*'Opportunities to rationalise Council's building and property portfolio with sales of some surplus land and buildings will be realised during the life of this plan.'*

And one of the Activity Contributions for the 'Property' Activity is:

*'Ensuring land and property owned, vested and managed by the Council is rationalised and utilised responsibly, and for the benefit of the Buller community.'*

### 4.2 Significance Assessment

The decisions in this report are not considered to meet the threshold to be considered significant decisions under the Policy.

### 4.3 Risk Management Implications

- Public perception – It is important that Council is responsibly managing the property portfolio and ensuring that a clear process is being followed to either dispose of or retain property and buildings.
- Strategic – The property rationalisation project is intended to implement the Long-Term Plan 2021-2031 direction to take the opportunity to rationalise Council's building and property portfolio.

### 4.4 Values

The Buller District Values are Community Driven, One Team, Future Focussed, Integrity and We Care. This project aligns with these values.

### 4.5 Policy / Legal Considerations

The following are relevant:

- Local Government Act 2002
- Reserves Act 1977

- Treaty of Waitangi Act 1975
- Westport Municipal Reserve Act 1875

#### **4.6 Tangata Whenua Considerations**

Council works in partnership with Ngāti Waewae to provide governance. To the best of our knowledge the decision to dispose of the particular properties outlined in this report does not hold significance in relation to ancestral land or a body of water or other elements of intrinsic value, and does not specifically impact Tangata Whenua, their culture, and traditions.

#### **4.7 Views of Those Affected**

At this point there is no need to consult with the public. As noted above the rationalisation of Council's building and property portfolio was highlighted in the Long-Term Plan 2021-2031 which was subject to public consultation.

#### **4.8 Costs**

Staff input is managed from within existing budgets and staff workloads. Any additional work undertaken by specialist consultants (e.g. surveyors) is also managed from within existing budgets.

#### **4.9 Benefits**

- Delivery of Long-Term Plan 2021-2031 outcomes
- Income from the sale of surplus property
- Decrease in maintenance costs of buildings and property
- On-going rates income from properties sold

#### **4.10 Media / Publicity**

There may be media interest in the disposal of Council owned property which will be managed appropriately by the Community Engagement Team.

**BULLER DISTRICT COUNCIL**

**29 MAY 2024**

**AGENDA ITEM: 6**

- Prepared by** - Mel Sutherland  
- Acting Manager Infrastructure Planning
- Reviewed by** - Michael Duff  
- Group Manager Infrastructure Services
- Attachments** - 1. Draft Memorandum of Understanding – Carnegie Building  
2. Memo - Project Plan – Fletcher Vautier Moore 14 March 2024  
3. Correspondence – Heritage New Zealand Pouhere Taonga

**Public Excluded:** No

**STATUS REPORT – CARNEGIE LIBRARY**

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**1. REPORT SUMMARY**

To update Council on the status of this project and confirm a way forward.

**2. DRAFT RECOMMENDATION**

**That Council**

- 1. Receives this status report.**
- 2. Agrees to continue with the project planning or stop the project.**
- 3. If the project is to continue, works collaboratively with the Carnegie Cultural Centre Incorporated Society and return to Council for subsequent approval the following:**
  - a. Agree the terms of Draft Memorandum of Understanding based on Attachment 1.**
  - b. Identify and develop a roles and responsibilities matrix between the parties, to be included in the Memorandum of Understanding.**

- c. Identify and develop a project plan based on the required steps for the project, based on Attachment 2.
  - d. Identify and develop external funding criteria, deliverable and final applications.
  - e. Identify and develop resource consent criteria, deliverables, and a final application.
4. Notes that the estimated project cost has increased from the original \$1.02M to \$1.6M.
  5. Agrees to retain the provisioned seed funding of \$510,000 and carry forward funds into the 2024/25 Enhanced Annual Plan
  6. Notes if the project were not to proceed and not alternative option was found to save the building the demolition costs are estimated to be \$150,000.00.
  7. Notes the current deadline for completing seismic work is 28 December 2026.
  8. Engage with the Carnegie Cultural Centre Incorporated Society regarding item 3b subject to Council resolution.

### 3. ISSUES & DISCUSSION

#### 3.1 BACKGROUND

The Memorandum of Understanding (MOU) with the Carnegie Cultural Centre Incorporated (CCC) lapsed on 19 June 2023. Council's lawyers have developed a new draft MOU, refer **Attachment 1**.

Council commissioned a Quantity Surveyor to review the costs in April 2023 with the estimated costs now being \$1.6 million compared to the previous estimate of \$1.02 million.

The opportunity has been taken to review the entire project given the above and also noting that there has been a number of changes in staff in recent times involved with the project. This has involved a legal review which has provided an outline of all the steps and matters that need to be considered for this project, see **Attachment 2**. These steps can be developed into a project plan.

This project is in the **2021-2031 LTP and 2022/2023 Annual Plan**, with statements in the latter as follows:

### 'Carnegie Library

The Carnegie Library upgrade has been allocated \$510,000 to provide seed funding to enable an equivalent contribution to be sought from an external funding source to complete seismic strengthening and refurbishment work so the building can be used.'

The assumptions regarding funding were also confirmed in the **2023-2024** Annual Plan.

'External funding will be available to match Council's contribution to the upgrade of the Carnegie Library building. If this external funding is not confirmed Council would not make the full contribution included in the budget.'

The Carnegie Cultural Centre Incorporated (CCC) was created to save the building and is a Registered Incorporated Society. A memorandum of understanding (MoU) with Council was established with the CCC. Amongst other requirements the key functions of the CCC are to source funding and progress the works.

Key issues therefore are:

- Estimated cost has risen to at least \$1.6 million (previously around \$1.02 million).
- Hand in hand with this, is if Council does want to continue with the project, does it wish to continue working with the CCC in which case it will need to enter into a new MoU.
- Ensuring all the necessary steps are conducted in order to achieve a successful project.
- Ensuring there is a clear understanding of roles and responsibilities with Council and the CCC.

The Enhanced Annual Plan which is out for public consultation states under the Assumptions that, '*External funding will be available to fund the actual costs for the upgrade of the Carnegie Library building over and above Council's agreed contribution.*'

Therefore, it can be inferred that Council's expectation is additional funding will have to be found from external sources for the project to proceed. That is no additional funding is being sought as part of this agenda item.

Attachments 1 and 2 have been provided to assist and together with the suggested recommendations are a means of working towards addressing the issues.

The CCC has been invited to speak to this item at the Council meeting.

## **4. CONSIDERATIONS**

### **4.1 Strategic Impact**

Project aligns with LTP and Annual Plans.

### **4.2 Significance Assessment**

Has been addressed, this status report is to allow Council to consider if it wishes to continue with this community project or not. This is notwithstanding it that if Council decides to not continue with the project, community consolation may be required on alternative options.

### **4.3 Risk Management Implications**

Risk mitigated through the MoU (inclusive of confirming roles and responsibilities), development of a project plan, and that funding exposure is limited until such time as the CCC sources the remainder of the funds necessary to achieve the project outcome.

### **4.4 Values**

Aligns with the Buller District Values, which are: Community Driven, One Team, Future Focussed, Integrity and We Care.

### **4.5 Policy / Legal Considerations**

A further legal review of the original MoU was done as has a review of all the required steps for the project in order for it to be successful, refer **Attachments 1 and 2**). The updated MoU has been prepared by Council's lawyers.

### **4.6 Tangata Whenua Considerations**

The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Tangata Whenua, their culture, and traditions.

### **4.7 Views of Those Affected**

Consulted on through the LTP and Annual Plans. This decision does not require consultation with the community or stakeholders at this stage. It is noted that resource consents are likely to be required for the proposed use of the building.

### **4.8 Costs**

Within LTP/Annual Plan budget.

#### **4.9 Benefits**

The benefits to council and community are:

- Enables the building to be seismically refurbished, subject to funding.
- Enables the building to be considered for future lease for a community use.
- Avoids Council having to consider other options for the building that may involve demolition and removal from site which would be a cost on Council.
- Recognises the support for the project by Heritage New Zealand Pouhere Taonga (refer **Attachment 3**)

#### **4.10 Media / Publicity**

Will there be interest from the media and if so, how will this be addressed?

Likely to be or interest in this matter. A press release should be prepared which reflects Council's decision.



## Memorandum of Understanding - Carnegie Building seismic strengthening project

(not intended to be legally binding)

### Parties

- (1) **BULLER DISTRICT COUNCIL (Council)**; and
- (2) **CARNEGIE CULTURAL CENTRE INCORPORATED (Society)**.

### Background

- A The Council is the owner of the former Westport Library building, also known as the Carnegie Building, (**Building**) situated at 5 Lyndhurst Street Westport on part of the land in Record of Title 628676 (Nelson Land Registration District) (**Land**).
- B The Land is Local Purpose (Community Facilities) Reserve subject to the Reserves Act 1977. The Council is the owner and administering body of the Land.
- C The Building is an earthquake-prone building.
- D The Society was incorporated on 14 June 2022. The purpose of the Society is to benefit the community by re-instating the Building for community use.
- E The parties have agreed to work together to progress the seismic strengthening and refurbishment of the Building so that it can be used as a community building (**Project**).
- F This MOU sets out how the Parties will work together on the Project during the term of this MOU.

14/03/2024

### It is acknowledged

#### Term

1. The term of this MOU commences on the date it is signed by both parties (**Commencement Date**) and expires on the date 12 calendar months after the Commencement Date unless previously terminated in accordance with this Agreement.
2. Either party may terminate this MOU at any time by giving one month's notice in writing to the other party.

#### Purpose

3. The purpose of the Project is to carry out seismic strengthening and refurbishment of the Building so that it can be used as a community building.

#### Relationship

4. The parties will work together in a co-operative manner to progress the Project.

5. The parties will meet at least once every two months to discuss the Project.
6. The parties will communicate on matters that arise that may be of interest to either party and ensure each party is fully informed of progress and issues.
7. Nothing in this MOU will be deemed to amount to a consent, approval or permission by the Council in its capacity as a consent authority under the Building Act 2004, the Resource Management Act 1991 or any other legislation, or a representation or warranty that any such consent, approval or permission will issue.
8. Nothing in this MOU is intended to amount to a lease, or a licence to occupy, to the Society of all or any part of the Building or the Land.
9. For the avoidance of doubt, the relationship of the parties under this MOU is not one of legal partnership, joint venture or agency. The Society does not have any authority to assume any obligation or liability on behalf of the Council.
10. The Society will not release any media or public statements about the Project without the prior written approval of the Council.
11. The Society will register as a charity under the Charities Act 2005.

#### Roles

12. *[Roles – to be confirmed. MOU to state the roles of the Society and the Council during the term of the MOU. Roles may include:*
  - (a) *Applying for grants and other external funding for the cost of the Project, including the cost of design and construction work. Council approval must be obtained before entry into any funding agreement relating to the Project;*
  - (b) *Applying to the Council (in capacity as regulatory authority) for resource consents and building consents after obtaining approval by the Council (in its capacity as owner of Land) to concept plans and preferred seismic strengthening and refurbishment option;*
  - (c) *Applying to the Council (in its capacity as administering body of reserve) for consent to easements over the Land (if any) needed to provide services to the Building;*
  - (d) *Applying to the Council (in its capacity as administering body of the reserve) for consent if the Society or any other person or entity requests a lease of all or part of the Building. Council would require any lessee to enter into an agreement to lease on terms approved by the Council;*
  - (e) *Liaising with Heritage New Zealand Pouhere Taonga and specialist advisors on heritage conservation issues relating to strengthening and refurbishment of the Building;*
  - (f) *Applying to the Council for consent to appointment of any person or entity to manage the Project. Council may require the project manager to enter into a formal agreement for provision of project management services on terms approved by Council;*

14/03/2024

- (g) *Undertaking any consultation with the community that is required, subject to prior approval by the Council.*
- (h) *Council approval (in its capacity as owner of the Land and the Building) must be obtained before any decision is made to tender or award any contract for the design and/or construction of the seismic strengthening and refurbishment works. Council approval must be obtained to the terms and conditions of any such tender or contract documents.]*

**Counterparts**

13. This MOU may be signed in two or more counterparts (including by emailed PDF transmission) all of which together will constitute one and the same MOU.

**Not legally binding**

14. The parties do not intend the provisions of this MOU to be legally binding on the parties. The parties shall not be liable for any failure to perform the provisions of this MOU.

**DATED**

**2024**

14/03/2024

Signed on behalf of **BULLER DISTRICT COUNCIL:**

\_\_\_\_\_  
Authorised Signatory

Signed on behalf of **CARNEGIE CULTURAL CENTRE INCORPORATED:**

\_\_\_\_\_  
Authorised Signatory



**FLETCHER VAUTIER MOORE**  
LAWYERS

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## Memo

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TO: Michael Duff, Buller District Council  
 FROM: Stuart Ritchie, Fletcher Vautier Moore  
 DATE: 14 March 2024  
 RE: **CARNAGIE BUILDING WESTPORT – PROPOSAL TO CARRY OUT SEISMIC STRENGTHENING AND REFURBISHMENT**

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### INTRODUCTION

1. We refer to the proposal to carry out seismic strengthening and refurbishment work on the former Westport Public Library, known as the Carnegie Building, located at 5 Lyndhurst Street, Westport (**Proposal**).
2. We understand the Carnegie Building was built in 1904 for the purposes of a public library, and was one of 18 Carnegie libraries built in New Zealand. The building is listed by Heritage New Zealand as a Historic Place Category 2.
3. A community group, called the Carnegie Cultural Centre Incorporated, was established in 2022. The purposes of the Society are 'to benefit the community by re-instating the Carnegie building for community use'. The Council and the Society entered into a Memorandum of Understanding dated 19 July 2022 to outline how the two entities would work together. That MOU expired on 18 July 2023.
4. The seismic strengthening and refurbishment project is referred to in the Council's Long Term Plan 2021-2031 under the heading 'significant capital expenditure'. It refers to budgeted funding as follows: '*Carnegie Library \$510,000 in year 2, to provide seed funding to enable an equivalent contribution to be sought from an external funding source to complete seismic strengthening and refurbishment work so the building can be used*'.<sup>1</sup> It records an assumption that '*External funding will be available to match Council's contribution to the upgrade of the Carnegie Library building*'<sup>2</sup>
5. We recommend the Council takes into account the following matters, and takes the following steps, as it progresses this project.

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<sup>1</sup> LTP, page 105

<sup>2</sup> LTP, page 103  
 SR-203937-346-25-V1

**STATUS OF THE UNDERLYING LAND**

6. The Carnegie Building is situated at 5 Lyndhurst Street, Westport. The legal description of the Site follows:

Parcel ID: 3608415

Legal Description: Lot 3 A 414 or Section 1023 Town of Westport

Record of Title: Part of the land in record of title 628676

Owner: Buller District Council

7. The Site is:
- (a) Local Purpose (Community Facilities) Reserve which is owned and administered by the Buller District Council (New Zealand Gazette 2013 page 1157); and
  - (b) Subject to the provisions of the Reserves Act 1977.
8. In making any decision regarding the use or development of the site the Council must have regard to the fact that the reserve is classified for the specific purpose of a community facility.
9. As the building is an historic feature present on the reserve, the building must be managed and protected to the extent compatible with the principal purpose of the reserve, namely community facility.<sup>3</sup>
10. The Westport Carnegie Free Library is listed as an historic (heritage) building in the Council's District Plan (Number 297).
11. The Site is **not** included in the designation that affects the balance of the land in record of title (RT) 628876 (Designation No. 96 on page 9, part 11 of the District Plan).
12. The Site does **not** include the part of the land in RT 628876 that is leased.
13. The Site is subject to Part 9 of the Ngai Tahu Claims Settlement Act 1998. That Part requires certain disposals to be offered for purchase or lease to Ngai Tahu in certain circumstances. However, we do not consider that Part 9 is triggered by the Proposal. This is because the Proposal does not involve the transfer of ownership of the fee simple estate and does not involve the grant of a lease for a term of 50 years or longer.

**STATUS OF THE CARNEGIE BUILDING****Building (Specified Systems, Change the Use, and Earthquake-prone Buildings) Regulations 2005**

14. Confirm the most recent engineering assessment that has identified the building as earthquake-prone.
15. Confirm the building's earthquake rating. The 2022 MOU mentioned an earthquake rating of 10%, meaning the building meets 10% of the requirements of the building code (i.e. equivalent to 10% of the New Building Standard or NBS).

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<sup>3</sup> Section 23 (2) Reserves Act 1977.

16. An earthquake-prone building (EPB) notice has issued for the building: The notice details, as recorded on the EPB Register, are:

EPB Register notice ID:	N004206
Notice type:	EPB notice
Date of notice:	30 June 2019
Priority building:	Yes
Earthquake rating:	20% to less than 34%
Deadline for completing seismic work:	<b>28 December 2026</b>

17. A building is earthquake-prone if it will have its ultimate capacity exceeded in a moderate earthquake, and if it were to collapse, would do so in a way that is likely to cause injury or death to persons in or near the building or on any other property, or damage to any other property.
18. An EPB notice creates a legal obligation to undertake necessary seismic work so that the building is no longer earthquake prone.
19. We recommend the Council obtains a copy of the notice.
20. Has the Council (as owner of the building) displayed the EPB notice on the building?

#### **Heritage New Zealand Pouhere Taonga Act 2014**

21. Confirm status of the building. Heritage New Zealand says it is a Historic Place Category 2. The Council's EPB notice says it is Category 1.
22. The Council cannot do anything with respect to archaeological features on the reserve that would contravene any provision of the Heritage New Zealand Pouhere Taonga Act 2014.<sup>4</sup>

#### **MEMORANDUM OF UNDERSTANDING WITH SOCIETY**

23. Negotiation of non-legally binding MOU with Society to establish roles and how Council and Society will work together on the project.
24. Establish whether Society can apply for funding, noting that the Society is not currently registered as a charity.
25. Consider whether approval of MOU needs to go to full Council, or whether Chief Executive or other SLT member has delegated authority to sign MOU.

#### **ENGAGE PROJECT MANAGER FOR INITIAL PHASES**

26. Consider engaging a person to assist Council with managing the project in its initial phases and to also act as liaison between Council and the Society.

#### **UPDATE ASSESSMENT OF WORK NEEDED TO COMPLETE SEISMIC WORK**

27. Update and confirm assessment of work needed to complete seismic work.

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<sup>4</sup> Section 23(2)(a) Reserves Act 1977

**LONG TERM PLAN 2024-2034**

28. Consider whether the Council should take the opportunity to consult on increasing the budgeted amount for its contribution to the costs of the works as part of public consultation on the LTP 2024-2034.<sup>5</sup>

**INITIAL CONSIDERATION OF BUILDING CONSENTS AND RESOURCE CONSENTS**

29. The building is listed as a heritage building in the Council's District Plan. The Plan provisions provide a measure of protection and allow for proposals which might affect historic places to be scrutinised through the resource consent process.
30. Part 7 of the Plan states that unless otherwise specified, activities which do not comply with the rules in Part 7 shall require an application for a resource consent and will be assessed as either a controlled or discretionary activity. Part 7.9.7 addresses historical/cultural buildings and sites. A permitted activity includes "no changes of use or subdivisions of any historical/cultural item(s) listed in Part 14, which would adversely affect the heritage resource or detract from the values of the item(s) are listed for will be allowed". A discretionary activity is "no destruction of any historic/cultural item listed in Part 14".
31. Contact Council's building consents team and resource consents team to discuss and understand requirements that would apply to the seismic strengthening and refurbishment work and the information that would be needed to accompany a consent application.
32. Under Section 39 of the Building Act 2004, a territorial authority must advise Heritage New Zealand Pouhere Taonga if an application for building consent affects a historic place that has been entered on the New Zealand Heritage List. This must be done within 5 days of receiving the application.

**INITIAL CONSIDERATION OF HERITAGE NEW ZEALAND REQUIREMENTS**

33. Contact Heritage New Zealand Pouhere Taonga (HNZPT) to ask if they have a specialist advisor who could help on heritage conservation issues relating to strengthening and to advise whether an archaeological authority is required for the proposed works.
34. Under the Heritage New Zealand Pouhere Taonga Act 2014, Heritage New Zealand Pouhere Taonga may also make recommendations to the Council as to the appropriate measures that it should take to assist in the conservation and protection of the historic area.<sup>6</sup> Local authorities must have particular regard to a recommendation from Heritage New Zealand Pouhere Taonga.<sup>7</sup>

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<sup>5</sup> The Carnegie Library upgrade has been allocated \$510,000 to provide seed funding to enable an equivalent contribution to be sought from an external funding source to complete seismic strengthening and refurbishment work so the building can be used (extract from 2022/23 Annual Plan at page 53).

<sup>6</sup> Section 74(1), Heritage New Zealand Pouhere Taonga Act 2014.

<sup>7</sup> Section 74(3), Heritage New Zealand Pouhere Taonga Act 2014.

**INITIAL CONSIDERATION OF FUNDING SOURCES**

35. Contact Ministry for Culture and Heritage to see if the Council could apply for a grant for seismic strengthening of this heritage building and check opening and closing dates for funding applications.
36. Contact Lottery Environment and Heritage Committee (DIA) about funding allocations for physical heritage works, opening and closing dates for funding applications, and criteria for applications. Discuss with Lottery Community Facilities Advisor if the project requires a feasibility study.

**REQUEST FOR PROPOSALS**

37. With full knowledge of the seismic work that needs to be carried out by 28 December 2026, consider whether or not to issue a request for proposals from companies that are specialists in managing seismic strengthening and refurbishment of heritage buildings, as to how they could assist the Council to undertake the work.

**DESIGN OF WORKS**

38. Preparation or review of concept plans for the seismic strengthening and refurbishment.
39. Appoint quantity surveyor to establish or review estimated costs of that work.
40. Consider timeframes to carry out the work

**APPLICATIONS FOR RESOURCE CONSENTS AND BUILDING CONSENTS**

41. Apply for all necessary resource consents and building consents for the seismic strengthening and refurbishment work. Applications for funding from Lottery Community Grants may be dependent on obtaining resource consents.

**SERVICES AND EASEMENTS**

42. Check if any utility operator (including the Council) will need an easement over the reserve in order to provide services to the building. The Council will need to comply with the process for consenting to any such easements over reserve, set out in section 48 of the Reserves Act 1977.

**EXTERNAL FUNDING**

43. There has been an assumption by the Council that external funding will be available to match Council's contribution to the upgrade of the Carnegie building. If this external funding is not confirmed Council would not make the full contribution included in its budget.<sup>8</sup> Consider the sources of funding the balance of amount needed to pay for works after deducting Council's contribution and funding from grants (if any). Applications for funding from Lottery Community Grants may be dependent on securing one third of the funding for the project.
44. Consider the community purposes for which the building will be used. Consider if the Society or any other person wishes to contribute to funding the works in return for

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<sup>8</sup> 2022/23 Annual Plan at page 52.



leasing the building (which is situated on local purpose reserve) for the purpose of a community building under section 61 of the Reserves Act 1977.

45. Any funding agreement and associated agreement to lease may need to be conditional on;
- (a) Council approving the terms of the agreement;
  - (b) Council obtaining all consents, approvals and permits necessary to carry out the works, on terms and conditions satisfactory to the Council;
  - (c) Council obtaining all funding the Council requires to carry out the works.
  - (d) Council awarding a contract to carry out the Works.
46. An agreement to lease will also be conditional on completion of the works.

#### **HEALTH AND SAFETY**

47. Consider Worksafe position on dealing with earthquake related hazards, and Council's obligations to any contractor carrying out the works.

#### **COMMUNITY VIEWS**

48. The Council will also need to turn its mind to whether there are any persons that are likely to be affected by, or to have an interest in, the Proposal, and approach those people to seek their views under section 78 of the Local Government Act 2002.

#### **DECISION**

49. After considering view and preferences of persons likely to be affected by, or to have an interest in, the Proposal, we consider a meeting of the full Council will need to make decisions on the following matters:
- (a) To approve the terms of any funding agreement and agreement to lease (if any);
  - (b) To award the contract for the works.

**From:** Christine Whybrew <CWhybrew@heritage.org.nz>  
**Sent:** Thursday, March 14, 2024 8:22 PM  
**To:** Rick Barry <rick@avant.nz>; Mel Sutherland <Mel.Sutherland@bdc.govt.nz>  
**Cc:** Arlene Baird <ABaird@heritage.org.nz>; Mike Gillies <MGillies@heritage.org.nz>  
**Subject:** FW: Westport Carnegie Library

Kia ora Rick and Mel

Firstly, thank you for your time today. We were pleased to see the Westport Carnegie Library today and to learn its additional significance as New Zealand's first Carnegie Library. Our earlier advice on the repair and strengthening proposal still stands, as per the attached. We are keen to work with Buller District Council to advance this proposal. If Council require any further from us to progress this proposal or associated funding applications, please don't hesitate to contact Mike, Arlene or I.

Ngā mihi, Christine

Dr Christine Whybrew | Director Southern / Kaiwhakahaere Matua | Southern Regional Office | Heritage New Zealand Pouhere Taonga | PO Box 4403 | Christchurch 8140 | Ph: (64 3) 363 1880 | DDI: 363 1888 | Mobile: 027 499 5234 | Visit [www.heritage.org.nz](http://www.heritage.org.nz) and learn more about New Zealand's heritage places

***Tairangahia a tua whakarere; Tatakihia nga reanga o amuri ake nei – Honouring the past;  
Inspiring the future***

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**From:** Rick Barry <[rick@avant.nz](mailto:rick@avant.nz)>  
**Sent:** Thursday, March 14, 2024 11:36 AM  
**To:** Mike Gillies <[MGillies@heritage.org.nz](mailto:MGillies@heritage.org.nz)>; Christine Whybrew <[CWhybrew@heritage.org.nz](mailto:CWhybrew@heritage.org.nz)>  
**Subject:** Westport Carnegie Library

Hi Christine and Mike

I was great meeting this morning and hopefully I'll make it to the session at the Clocktower later today.

For your reference, please find attached the old article that I found on the Westport Carnegie Library, indicating it was the first of 18 built in NZ. Also attached is the gazette notice and for reference, a previous email from HNZ – Jon Trewin back in 2018.

Thanks again.

Kind Regards

Rick Barry  
Avant Build Cost Solutions Ltd  
M: 021 2020150  
[rick@avant.nz](mailto:rick@avant.nz)

**Historical significance:** The Westport Free Library was the first of 18 Carnegie-financed libraries completed in New Zealand. Six are lost to earthquake, fire and lack of appreciation of our brief cultural heritage. The only Carnegie buildings still in use in New Zealand as libraries are situated in Marton and Balclutha.

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**From:** Jon Trewin <[JTrewin@heritage.org.nz](mailto:JTrewin@heritage.org.nz)>  
**Sent:** Friday, 11 October 2019 2:33 pm  
**To:** Rick Barry <[Rick@bdc.govt.nz](mailto:Rick@bdc.govt.nz)>  
**Cc:** Dave Margetts <[dmargetts@heritage.org.nz](mailto:dmargetts@heritage.org.nz)>; Christine Whybrew <[CWhybrew@heritage.org.nz](mailto:CWhybrew@heritage.org.nz)>  
**Subject:** FW: Carnegie Library - Westport

Hi Rick

Thanks for the opportunity to make comments on this.

We have the following observations:

- The revised roof proposal is improved and will resolve the weathering issues of the existing roof with a new roof compatible with the design of the original.
- We are open to creating a new connection opening in an external wall of the building subject to viewing a proposal that works with the external window module and forms part of a coherent wider development.

Engineering:

- The engineer proposed design appears to not retain any of the internal heritage features of the place or maybe the retained elements have not been shown? For example, the ornate decorative ceiling (plaster or pressed metal?) and decorative timber panelling. Further discussion is required to ascertain how it might be economically practical to retain some of these significant features as part of a repair and structural upgrade project.
- Installing steel frames into the existing building, while possibly a straightforward approach does raise a few issues. For example this approach will mean the removal of the roof and propping of the existing walls until the portals can be inserted. Has this cost been allowed for? Also, the installation of steel frames does not solve the out-of-plane weakness of the brick wall panels between the proposed steel frames. Is the structure of the brick walls known (ie: how many wythes?) and has AMK carried out any testing of materials, particularly brick and mortar strengths?
- Therefore, a peer review would be a good idea, if the engineer is open to that, and we could provide a name or two of engineers experienced in heritage projects.

I hope this is helpful and we are more than happy to assist further where we can.

Kind Regards

Jon  
 Nga mihi

**Jon Trewin** | Planner (Canterbury/West Coast) | Heritage New Zealand Pouhere Taonga | PO Box 4403 Christchurch | DDI: 03 363 1886 | M: 027 223 1646 | Visit [www.heritage.org.nz](http://www.heritage.org.nz) and learn more about New Zealand's heritage places

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## BULLER DISTRICT COUNCIL

29 MAY 2024

### AGENDA ITEM: 7

**Prepared by** - Mel Sutherland  
- Acting Manager Infrastructure Planning

**Reviewed by** - Micheal Duff  
- Group Manager - Infrastructure Services

**Attachments**

1. Table A Recommendations considering public consultation feedback
2. Final Draft West Coast Speed Management Plan (SMP)
3. Buller District Council Map for Draft West Coast SMP
4. Submission form Draft West Coast SMP
5. Quantitative feedback on the Draft West Coast Speed Management Plan (Question 1- 11)
6. Individual submissions redacted

**Public Excluded:** No

### DRAFT WEST COAST SPEED MANAGEMENT PLAN FEEDBACK FROM PUBLIC CONSULTATION

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#### 1. REPORT SUMMARY

This report summaries feedback from the public on the proposed speed changes around schools and identified high priority roads in Buller.

The feedback has been consolidated and recommendations for the Draft West Coast Speed Management Plan were developed based on the community's feedback. The recommendations are following the Council's original adopted Do Minimum approach focusing on schools and high priority roads in the short term.

The feedback included valuable information which helped formulate amendments to recommendations for the Do Minimum option.

The information will also help Council to identify future changes to speed management on roads in the Buller through future reviews of the Speed Management Plan.

#### 2. DRAFT RECOMMENDATION

That Council

1. **Receives this report.**
2. ***Either***
  - a) **After consideration of the submissions as summarised in Table A (Attachment 1); decides to confirm the Do Minimum Option as presented in the West Coast Speed Management Plan and Buller District Council Map without any amendments.**

**OR**

- b) **After consideration of the submissions as summarised in Table A (Attachment 1); agrees and adopts the recommended changes detailed in Table A, to the Do Minimum Option, as well as to the West Coast Speed Management Plan and Buller District Council Maps, subject to any further Council amendments.**
3. **Forwards the recommended changes to the Do Minimum Option as presented in Table A (Attachment 1) with any further amendments, together with this report to the Regional Transport Committee for inclusion in the West Coast Speed Management Plan.**
4. **Requests that the Regional Transport Committee confirms it has included the Do Minimum Option into the Regional Speed Management Plan and advises Council of any amendments.**

### **3. ISSUES & DISCUSSION**

#### **BACKGROUND**

In October 2023 Council agreed and confirmed the following:

- Agrees to consult on the Speed Management Plan, (**Attachment 2**).
- Agrees to consult through the Regional Transport Committee.
- Confirms the preferred option for consultation is the Do Minimum Option and that this option be incorporated into the Speed Management Plan (**Attachment 3**).

This report focuses on the feedback gathered through Question 12 “Do you have any comments on local road speeds in the district you are submitting on?” in the feedback form used during the consultation on the proposed West Coast Speed Management Plan (SMP).

Council must review the submissions and consider the community's feedback to formulate recommendations for the Regional Transport Committee (RTC).

Question 12 yields the most insights regarding this requirement and is at the center of this report.

A copy of the submission form is included as **Attachment 4** for reference. A graphical presentation of the quantitative feedback for questions 1- 11 is included in **Attachment 5**. All individual submissions with the submitter's contact details removed are included as **Attachment 6**.

It is expected that an assessment of these responses will be included in the final version of the West Coast SMP. With respect to the Buller responses, it can be inferred that the Do Minimum approach as this stage is appropriate with significant support for lowering speed limits around schools.

The SMP was open for submissions from Thursday, 14 March 2024 to Tuesday 16 April. This gave the public one calendar month as per the statutory obligations to give feedback on the SMP.

141 submissions were received, 96 received through the online form and 45 using the paper form. Two submissions were received late and were not included in the analysis.

130 submitters included further feedback in Question 12. These comments were qualitatively analyzed, and the results are summarized in this report.

Valuable feedback was provided through the submission process which has helped to review the Do Minimum options as proposed in the SMP.

In addition, submitters requested other changes such as:

- Requests to turn two-way roads into one-way roads.
- Request to change speeds on State Highways
- Requests to increase parking spaces.
- Requests for footpaths
- Requests for additional NZ Police presence
- Requests for rumble strips and chicanes (speed calming devices)
- Requests for speed cameras
- Requests to widen roads.
- Requests for advisory speeds on tight corners, e.g., Karamea Highway
- Requests for Zebra Crossings
- Requests for visibility improvements

These requests, while outside the scope of the speed management plan, provide valuable information to Council for consideration of other improvements to local roads.

The Draft West Coast SMP (Attachment 2) and the Buller DC Map (Attachment 3) which formed the base of the consultation have been provided for reference.

The original Buller District Council Map, (Attachment 3) has been referred to in the Recommendations for each area in Table A. These maps will be updated once Council and the RTC have considered the SMP.

A summary of the recommendations in Table A is as follows:

- Most submissions were in favor of 30 kilometers per hour (kph) around schools but only wanted this speed to be used when dropping off and picking up school children.
- Some submissions also asked for Early Childhood Centers which are recommended for assessment and consideration for the next review of the SMP.
- Some submissions asked for additional streets or roads to be included. These have generally been limited to residential areas where current speed limits are 100 kph. Other requests have been referred to the next review of the SMP, as this will enable consultation on additional proposed speed changes.

Figure 1 presents a summary of the comments and the general sentiment towards the SMP of people who answered Question 12.

46.15% of the people who answered this question were in support of the SMP. 13.85% were in support and wanted additional roads to be included in the SMP.

18.46% were in support of some parts, opposed to other parts (labelled Both). 5.38%% were in support of some parts, opposed to other parts and also wanted additions (labelled Both/Additions).

9.23% indicated they were fully opposed to the SMP and 3.08% were opposed to the plan but wanted additions.

Five submitters (3.85% of the people answering this question) provided a response that did not relate to the SMP. These were classified as NA responses.

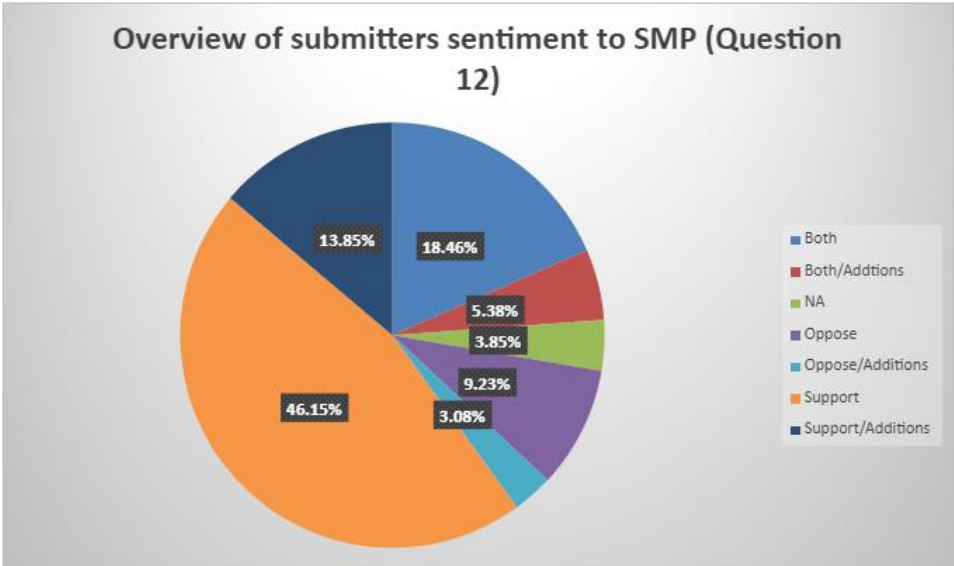


Figure 1



#### 4. OPTIONS

Options are not discussed in this report as these were assessed in the original October 2023 report.

#### 5. CONSIDERATIONS

##### 5.1 Strategic Impact

The following table presents an assessment with respect to Strategic LTP Community Outcomes.

Outcome	What success looks like	Priorities and Projects	Meets Outcome	How
Social	Our communities are vibrant, healthy, safe, and inclusive	Provide quality community facilities that meet current and future needs such as theatres, libraries, recreation, and health facilities	In part	Improved safety infrastructure.
Social	Our communities are vibrant, healthy, safe, and inclusive	Improve the district's livability by supporting safety and access improvements	Yes	Improves safety
Affordability	Our communities are supported by quality infrastructure, facilities and services that are efficient, fit-for-purpose, affordable and met our current and future needs.	Grow Council's revenue streams to reduce rates dependence	In part	While other initiatives to reduce fuel consumption, safer speeds will also lower costs
Affordability	Our communities are supported by quality infrastructure, facilities and services that are efficient, fit-for-purpose, affordable and met our current and future needs.	Develop partnerships or enable solutions that increase affordability	In Part	Working with other WC road controlling authorities and the RTC

<b>Outcome</b>	<b>What success looks like</b>	<b>Priorities and Projects</b>	<b>Meets Outcome</b>	<b>How</b>
Prosperity	<b>Our district is supported by quality technology and an innovative and diverse economy that creates opportunities for self-sufficiency, sustainable growth, and employment.</b>	<b>Improve connectedness in infrastructure and partnerships</b>	In Part	Safe and appropriate Speeds and safety infrastructure that improvements connectiveness.
Prosperity	<b>Our district is supported by quality technology and an innovative and diverse economy that creates opportunities for self-sufficiency, sustainable growth, and employment.</b>	<b>Support district revitalization to engender pride and a better future</b>	Yes	Will help make communities safer.
Culture	<b>Our lifestyle is treasured, our strong community spirit is nurtured, and our inclusive and caring communities understand our whakapapa and heritage and support lifelong learning.</b>	<b>Support for, and partnerships with, all community groups</b>	In part	Shows caring for communities and to make communities safer.
Environment	<b>Our distinctive environment and natural resources are healthy and valued.</b>	<b>Drive for a balance between development, biodiversity, and sustainability</b>	In part	While other initiatives to reduce fuel consumption, will help by lowering fuel emissions

Outcome	What success looks like	Priorities and Projects	Meets Outcome	How
Environment	Our distinctive environment and natural resources are healthy and valued.	Develop strategies for climate change and natural hazard preparedness	In part	While other initiatives to reduce fuel consumption, will help by reducing fuel consumption and lower CO2 emissions.
Environment	Our distinctive environment and natural resources are healthy and valued.	Improve waste management approaches	In part	While other initiatives to reduce fuel consumption, will help be lowering fuel consumption.

## 5.2 Significance Assessment

The report is the outcome of consultation with the community.

## 5.3 Risk Management Implications

The Speed Management Plan will reduce speeds around schools and the other roads identified in the Do Minimum option. It is noted that because it is a do minimum option speeds and risks are not reduced on other roads however as stated in the NZ Road Code drivers are expected to drive to the conditions and posted speed limits are a maximum, not a minimum.

## 5.4 Values

This option does align The Buller District Values, which are: Community Driven, One Team, Future Focussed, Integrity and We Care.

## 5.5 Policy / Legal Considerations

Will comply with the Setting of Speed Limits Rule.

Consultation has been carried out in accordance with the principles specified in Section 82 of the Local Government Act.

## 5.6 Tangata Whenua Considerations

Through the consultation process and as outlined in the Rule Tangata Whenua are considered. Also, through the regional option there was increased opportunity to include Māori contribution to creation of West Coast Speed Management Plans.

## 5.7 Views of Those Affected

Originally Council carried out a workshop with industry and stakeholder representatives and also held a Councillor workshop. The formal

consultation process has also allowed for these submissions to be considered.

## 5.8 Costs

Council has a remaining budget as at end of March 2024 of \$162,000 to implement the recommendations. Costs to date have been for the development of the draft SMP plus designs and drawing. Costs are financially assisted by NZTA at 75%.

Council has also requested additional funding from NZTA over the next three years (2024/25 to 2026/27) of \$50,000 per year which is still subject to final approval.

Recent quotes received indicate that the estimated costs of implementing the signs for the schools are likely to cost \$103,000. Costs to do the original do minimum high priority roads is estimated to cost \$78,000, (also based on quotes received). As can be inferred all the proposed works cannot be implemented within this year's available budget.

The proposed programme of works is:

2023/24	All Schools – install all Variable 30/50 signs.	As shown on Maps B2 (Karamea), B6 (Westport) and B9 (Reefton)
2023/24	Commence High Priority Roads and Streets (commence purchase of materials)	As shown on Maps B1 to B8 with or without the amendments.
2024/25	Completed High Priority Streets (complete purchase of materials and installation)	As shown in Maps B1 to B8 with or without the amendments as recommended in Table A

With or without amendments is included as Council needs to determine if it wishes to include further changes based on the consultation feedback. Also, the RTC needs to receive Council's decision for consideration of the final version of the West Coast SMP and this needs to be approved by the Director of Land Transport.

Requested NZTA funding over three years is to allow for the monitoring of the effectiveness of the implementation of the SMP, and the consideration of future speed limit changes.

## 5.9 Benefits

The benefits and negatives for now and into the future of implementing the SMP were covered in the original October 2023 report to Council. In addition, the community consultation process has added value in that if agreed to the amendments have been made to the SMP that reflect the feedback from the public. Not all the requests for changes and additions

have been included in the SMP, however the information can be used to assess future reviews. It is noted that it is intended to implement changes in stages. And it has been signalled that further changes to the Setting of Speed Limits Rule are proposed by the Government.

The Strategic Impact section above also indicates overall benefits at a community outcomes level.

#### **5.10 Media / Publicity**

It is anticipated that there will be interest from the media, and this will be addressed through the communications and engagement plan.

The results will be communicated back to the public in line with the communications and engagement plan.

Table A Recommendations considering Public Consultation Feedback

**Kph** = kilometres per hour

**SAAS** = Safe and appropriate speed as assess by NZTA

Map Number	Road or Area	Number of Submissions	Draft SMP Recommendation	Recommendation based on consultation	Explanation for recommendation
B1	Kohaihai Road	16	Refer Map B1 Kohaihai Road from 800 m north of McCallums Mill Road 60 kph	NZTA recommends SAAS of 60 kph from 800 metres north of McCallums Mill Road. Recommend retain proposed 60 kph from north side of Mossy Burn Creek Bridge to northern end of Kohaihai Rd (1.75 km approx.) Recommend 80 kph from 800 m north of McCallums Mill Road to north side of Mossy Burn Creek Bridge. Map B1 to be amended to reflect this recommendation	Map B1 Most submissions (10) were in favour of a speed reduction on Kohaihai Rd, but wanted the length reduced, 5 wanted no reduction or speed reduced to 80 kph.

Map Number	Road or Area	Number of Submissions	Draft SMP Recommendation	Recommendation based on consultation	Explanation for recommendation
B2	Karamea	38	Refer Map B2 Waverly Street 30,kph Wharf Rd 30, kph Ray St 30, kph Hunter St 30 kph	Replace existing 50 kph signs on Bridge Street with 30 kph and extend 30 kph for 200 m on each leg of intersection with Oparara Rd, Umere Road and Waverley Street. Rest of Waverley Street at current speed limit 50 School zone 100 m each side of Karamea School side boundary. Waverley Street: 30 kph Signs to be <b>Variable</b> 30/50 kph. Signs be static (non-flashing). All other roads to remain at current speed limits in Karamea Township Map B2 to be amended to reflect these recommendations. Māori Point Rd 80 kph. And Karamea Highway from Māori Point Rd Intersection to current 50 kph sign Bridge Street 80 kph to be considered as part of the next SMP review.	Map B2 The majority of the submissions (all but one who wanted 40 kph) support the 30 kph zone in Waverley Street. Most only want the 30 kph during drop off and pick up times The majority of submissions are not in favour of reducing the speed for the rest of the street or on the side streets.  8 submissions requested the Market Cross area be included with a speed reduction to 30 kph. This is consistent with the NZTA recommendation for this area.

Map Number	Road or Area	Number of Submissions	Draft SMP Recommendation	Recommendation based on consultation	Explanation for recommendation
B3	Little Wanganui	20	Refer Map B3 Karamea Hwy (Little Wanganui) 40 kph	NZTA recommends SAAS 80 kph. Given majority of submissions were in favour 50 kph which is the current temporary speed limit through the area then 50 kph is recommended instead of the originally proposed 40.kph Map B3 to be amended to reflect these recommendations	Map B3 5 submissions were in favour of 40 kph 9 Submissions were in favour of keeping the current temporary 50 kph Not all submissions indicated a preferred speed.
B4	Seddonville	10	Refer Map B4 De Malmanches RD 60 kph	SAAS 60 kph. However, most submissions have requested 30 kph and the free flow speed is 31 (NZTA assessed). Recommend 30 kph for De Malmanches Rd due to narrow, windy gravel road with high seasonal use Recommend including Mokihinui Rd from intersection with Mokihinui Preserve Road to eastern end of formed and maintained Mokihinui Rd 60 kph Map B4 to be amended to reflect these changes	Map B4 6 submissions requested a lower speed than 60 kph. One submission was in support of 60 kph, one submission requested 80 kph, two wanted road widening. One submission was to include Mokihinui Rd



Map Number	Road or Area	Number of Submissions	Draft SMP Recommendation	Recommendation based on consultation	Explanation for recommendation
B5	Powerhouse Road	6	Refer Map B5 Powerhouse Road 60 kph	<p>NZTA SAAS 60 kph. Recommend 60 kph for Powerhouse Road as proposed.</p> <p>Caledonian Road - Consider this road at the next review of the SMP</p> <p>Map B5 as proposed to be confirmed as is to reflect this recommendation.</p>	<p>Map B5 All but one submission was in favour of 60 kph for Powerhouse One submission also requested Caledonian Rd be included at 60 kph One submission requested 80 kph</p>

Map Number	Road or Area	Number of Submissions	Draft SMP Recommendation	Recommendation based on consultation	Explanation for recommendation
B6	Westport (including Carters Beach)	34	<p>Refer to Map B6</p> <p>Westport - All schools - School Zones 30 Permanent (24/7) 30 kph</p> <p>Carters Beach - section of Marine Pde 30 kph</p> <p>Palmerston St from Brougham St north 30 kph</p> <p>All side streets west of Palmerston St from Brougham St north including east side of Brougham St 30 kph</p> <p>Gladstone St to Russell St 30 kph</p> <p>Adderley St from Wakefield St to Henley St 30 kph</p> <p>Alma Rd 60 kph</p> <p>McPaddens Rd 60 kph</p>	<p>School zones, locations as proposed on Map B6. Signs to be <b>Variable</b> 30/50 kph. Signs on all local roads to be static signs (non-flashing).</p> <p>Carters Beach</p> <p>Include all of Marine Pde and Golf Links Road in the General Residential Zone at 30 kph.</p> <p>Westport</p> <p>All streets and roads including Alma Rd and McPaddens Rd as per original recommendation, that is to remain as proposed. Additional streets in Carters Beach and Westport to be considered during the next review of the SMP. To be included for consideration at that time:</p> <p>McKenna Rd, Stephens Rd, Stafford St, Abattoir Rd, Excelsior Rd, Kew Rd, Schadick Avenue – (Carters Beach)</p>	<p>Map B6</p> <p>Westport</p> <p>Most submissions support 30 kph around schools but again most submissions only wanted restriction to be for drop off and pick up times only. Submissions did support Palmerston St at 30 kph and some included SH 67 which are recommended to be referred to NZTA.</p> <p>Some submissions request additional roads to be included. Alma Road and McPadden Road support the speed reduction, some support 60 kph others wanted 80 kph. Due to subdivision pressures 60 kph is supported for these two roads.</p> <p>Free flow speeds (NZTA assessed) on their roads are low 32 kph and 19 kph respectively support original recommendation of 60 kph.</p> <p>Carters Beach</p> <p>Submissions emphasised the need to reduce speed on Golf Links Rd. Some wanted the entire area to be 30 kph. Recommendation is to include Golf Linds road and Marine Parade with other roads to be considered as part of the next SMP review.</p>

Map Number	Road or Area	Number of Submissions	Draft SMP Recommendation	Recommendation based on consultation	Explanation for recommendation
				Map B6 to be amended to reflect these recommendations	

Map Number	Road or Area	Number of Submissions	Draft SMP Recommendation	Recommendation based on consultation	Explanation for recommendation
B7	Cape Foulwind	10	Refer to Map B7 Lighthouse Rd 60 kph Limestone Road 60 kph Cape Foulwind Rd 60 kph Tauranga Bay Rd 60 kph	Omau Rd - 30 kph Domain Rd 30 kph Clifftop Ln 30 kph Larson St – 30 kph Lighthouse Rd 40 kph Limestone Rd -60 kph Tauranga Bay Rd – 800 m from Lighthouse Rd intersection Cape Foulwind Rd 60 kph from McKay Rd to Tauranga Bay Rd  Following road to be added Rest of Tauranga Bay Road through to Seal Colony Rd 80 kph Map B7 to be amended to reflect these recommendations	Map B7 Most submissions were in support but wanted further speed reductions, or additional roads included or the restrictions to be extended further due to safety concerns. NZTA recommendations as to safety and appropriate speeds plus the free flow speeds have been taken into account with the recommendations. Also official speed limit of some of the side roads is still 100.kph
B8	Charleston	27	Refer to original Map B8 Beach Road to middle section of Parsons Hill 40kph Beach Road to #192 60 kph Mays Rd 40 kph	Beach Road from SH intersection at Nile River to Mays Road: 30 kph Beach Road from Mays Road to #192 Beach Road: 30 kph #192 Beach Road to northern end of Hands Road: 60 kph Mays Road from SH intersection to Beach Road: 30 kph Beach Road from Hands Road intersection to SH	Map B8 Charleston High number of submissions referred to this area. All were supportive of the speed reductions but wanted lower speeds and/or the sections of roads to be extended further, or some additions. Most submissions recognised the need to take into account the cycle trail which is under development for this area. The opportunity has been taken to include other mostly residential streets in the Charleston area with

Map Number	Road or Area	Number of Submissions	Draft SMP Recommendation	Recommendation based on consultation	Explanation for recommendation
				<p>intersection:                      Requested One-Way section of Beach Road from SH6 to Mays Road to be considered as part of the review of the BDC Traffic Bylaw                      Request for SH PSL to be reduced from 80 kph to 60 kph to be referred to NZTA                      The formed and maintained sections of the following roads also be included with the speed limits of                      Cemetery Rd 30 kph                      Princes Street 30 kph                      Constant Bay 30 kph                      Rotten Row 30 kph                      Powell Place 30                      Darkies Trc 60 kph                      Access known as Birds Ferry Rd not included as not a legal road.                      Map B8 to be amended to reflect these recommendations</p>	<p>speeds that are consistent with the free flow speeds or the safe and appropriate speeds.                      Also official speed limit of some of the side roads is still 100 kph.</p>

Map Number	Road or Area	Number of Submissions	Draft SMP Recommendation	Recommendation based on consultation	Explanation for recommendation
B9	Reefton	13	Refer Map B9 Reefton - All schools - School Zones 30 kph Permanent (24/7)	School zones, locations as proposed on Map B9. Signs to be <b>Variable</b> 30/50 kph. Signs on local roads to be static signs, (non-flashing). Map B9 to be amended to reflect recommendation	Map B9 - Reefton Only three submissions referred to Reefton. Many submissions supported 30 kph around schools with most of these requesting during school hours.

Legend

# Draft West Coast Regional Speed Management Plan 2024-2026



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## 1. Introduction

**This plan outlines the West Coast approach to managing speed limits on the local roading network.**

**The new Government has recently made changes to the Land Transport Rule for Speed Management. Click on [this link](#) to see an explanation of the changes.**

The West Coast Regional Council, in partnership with the Buller, Grey, and Westland District Councils, has developed this plan to outline the approach to road safety and the proposed speed limit changes on local roads across the West Coast. The key objective is to create a safe road network for all road users.

To determine appropriate speed limits, a significant analysis process has been undertaken considering:

- National guidelines for safe and appropriate speeds as recommended by NZ Transport Agency,
- Input from the local community
- Insights from key stakeholders who hold valuable knowledge about the area.

In the initial phase of implementation over the next three years 2023/24 to 2025/26, we will focus on:

- Schools on local roads
- High-risk and high-benefit areas (i.e., places with a high concentration of people like town centres)
- Addressing local roads and areas identified by the community as important.

## 2. Purpose

The purpose of this document is to set out the ten-year vision for speed management in the region and the three-year implementation plan for 2023/24-2025/26. This Speed Management Plan (SMP) focuses on initial high-benefit areas and schools. Additional rural or remote roads will be assessed at a later date. The outcome is to provide a network-wide approach to speed management for Buller, Grey, and Westland District Councils, and the Department of Conservation.

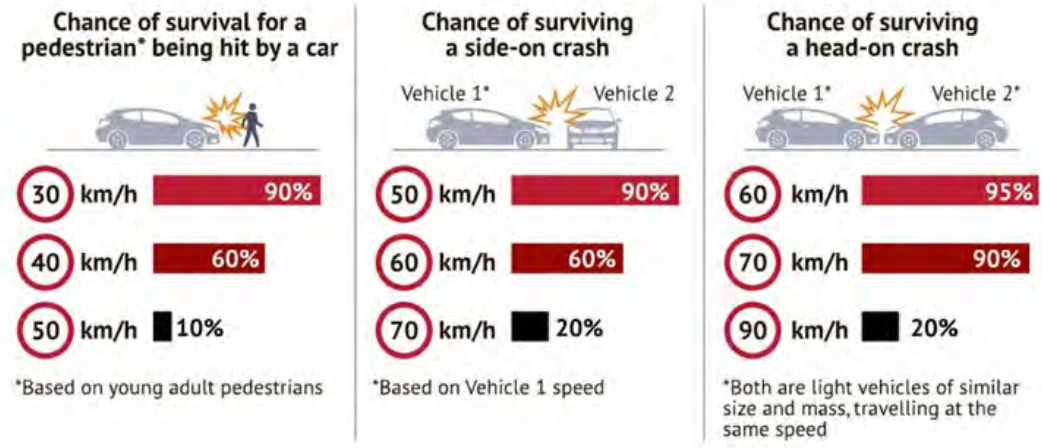
This plan excludes the State Highway network. NZ Transport Agency Waka Kotahi has developed an interim Draft Speed Management Plan 2023 for the State Highway network. The State Highway draft plan was consulted on in late 2022 and is awaiting review and approval.

## 3. Why Does Speed Matter?

### **Speed is a Determining Factor in the Likelihood, and Severity of Injury**

The severity of injury and possibility of fatality increases depending on the road and section type combined with road users. International best practice is that 30km/h is the desirable Safe System speed on roads and streets where high numbers of active road users, especially children, are present. A pedestrian struck by a motor vehicle at this speed has a strong chance of surviving and avoiding a serious injury. The probability of a pedestrian being killed rises as impact speed increases. The probability approximately doubles between 30km/h and 40km/h and doubles again from 40km/h to 50km/h. These factors have informed the target Safe System speeds.

As speed increases, so does the risk of a fatality



(Based on Wramborg, P 2005, 'A new approach to a safe and sustainable road structure and street design for urban areas', Road safety on four continents conference, 2005, Warsaw, Poland, Swedish National Road and Transport Research Institute (VTI), Linköping, Sweden.)

Figure 3.1 Crash Survival Rates at Different Speeds

## 4. The Process



## 5. Regional 10-Year Vision

### 5.1 Vision

Having “**a safe, resilient and connected multi-modal transport network which enables the West Coast to thrive**” is the vision set by the Regional Transport Committee, recognising the critical nature of the transport network to the economic and social wellbeing of West Coast communities.

### 5.2 Objectives

The Regional Land Transport Plan (RLTP) sets out a number of objectives for the region, linking to the vision and the outcomes set out in the Ministry of Transport Outcomes Framework. The key objective for speed management in the RLTP focuses on road safety outcomes:

*A transport network that is **safe for all users** with a target to reduce deaths and serious injuries on West Coast roads.*

### 5.3 Strategic Alignment to Government Direction

#### Government Policy Statement (GPS) on Land Transport<sup>1</sup>

Speed management plans must align with the GPS on Land Transport (2021/22-2030/31). The GPS has four strategic priorities:

- Safety
- Better Travel Options
- Climate Change
- Improving Freight Connections

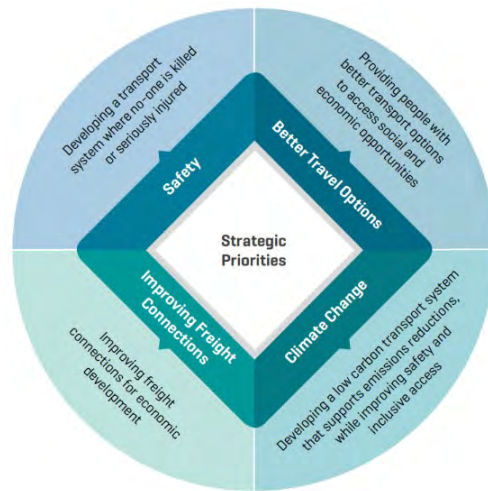


Figure 5.1 Strategic Priorities of the GPS Land Transport (2021/22-2030/31)

<sup>1</sup> The new GPS will be released in 2024 however it is expected to maintain the existing key priorities.

This Speed Management Plan aligns closely with the Safety, and Better Travel Options priorities as noted in [Table 5.1](#).

**Table 5.1 Speed Management Alignment with the GPS Priorities**

GPS Priority	Speed Management Plan (SMP) Alignment
Safety	In accordance with the NZTA Speed Management Guide: Road to Zero edition, this (SMP) proposes speed limits to minimise the risk of fatal and serious injury to all road users by reducing impact speeds and crash forces. A cohesive approach to speed management is a key element in working towards a road network where no one is killed or seriously injured.
Better Travel Options	Following NZTA Speed Management Guide: Road to Zero edition, this SMP proposes speed limits in accordance with the One Network Framework Street categories. This will enable more equitable access to a variety of safe and healthy transport options, particularly in urban areas and around schools.

**Road to Zero**

Road to Zero is New Zealand’s Road Safety Strategy 2020 - 2030. The Road to Zero Strategy sets a target of reducing deaths and serious injuries on our roads by 40% by 2030 compared to 2018 levels with an overarching vision of a New Zealand where no one is killed or seriously injured in road crashes. The strategy has five focus areas:

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



**Figure 5.2 Principles And Focus Areas of the Road to Zero Strategy**

This SMP directly falls within the first focus area of Infrastructure Improvements and Speed Management. The SMP also aligns with the System Management focus area with Councils working collaboratively within the Region to deliver safer speeds that align with international best practices.

A West Coast Community Transport survey conducted from October to December 2022 resulted in 1,099 people giving feedback that will help all three Councils to better understand and make decisions about their local roads. Most (95%) respondents live on the West Coast, spread across Buller - 454 (41%), Grey - 290 (26%), and Westland - 311 (28%).

Feedback from the survey shows that nearly 90% of respondents consider 'Road to Zero' to be important or very important to them. It has been identified as the most crucial strategic direction when compared to the other options in the survey, as illustrated in [Figure 5.3](#).

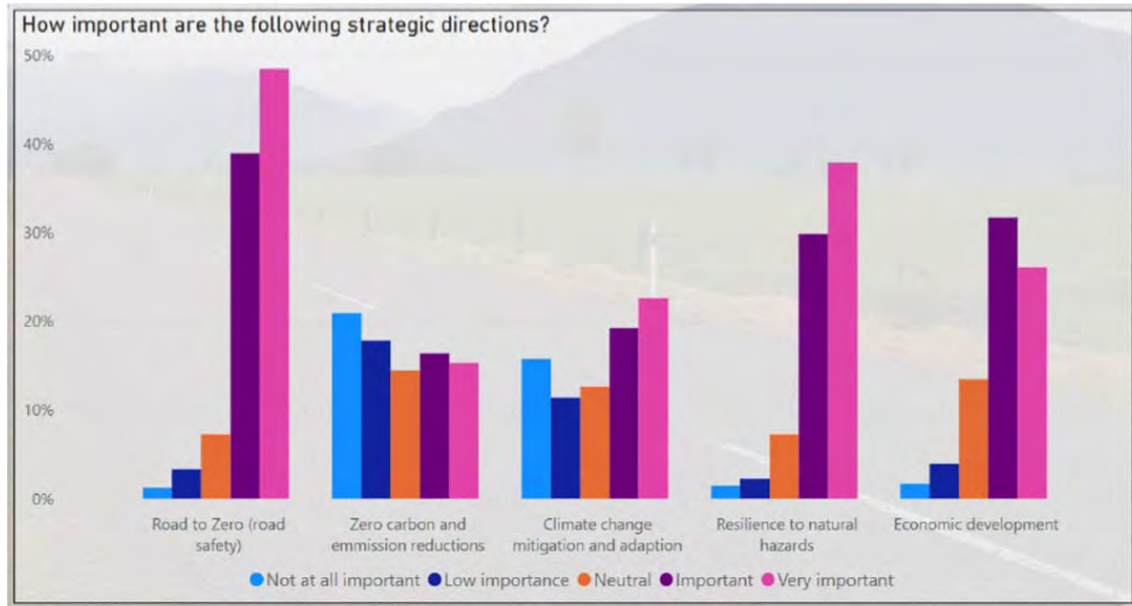


Figure 5.3 West Coast Community Transport Survey Strategic Priorities

### Land Transport Rule: Setting of Speed Limits 2022

The Rule was adopted in 2022 and requires Road Controlling Authorities to develop SMPs. The Rule provides a whole network approach to speed management to be considered alongside investment in road safety infrastructure. Buller, Grey, Westland District Councils, and the Department of Conservation have worked collaboratively on the SMP to achieve consistency throughout the West Coast.

The NZTA Speed Management Guide: Road to Zero Edition sets out the approach to speed management planning to align with the Road to Zero Strategy and the Setting of Speed Limits Rule. The Speed Management Guide was used to develop this SMP, to ensure that the Plan aligns with the Rule and the Road to Zero Strategy.

#### 5.4 Alignment to NZTA Speed Management Guide Principles

Road Controlling Authorities are expected to follow the key principles in the NZTA Speed Management Guide when developing their SMPs:

- Survivable speeds, ensuring safety for all road users
- Consistent and safe speed limits to support health, wellbeing, and liveable places for all
- Speed limits are set with reference to the One Network Framework Street categories and the standard of the transport (safety) infrastructure
- Safe speeds are integrated, and recognised as one part of the framework, along with engineering, education, and enforcement solutions.



Figure 5.4 NZTA Guiding Principles for Speed Management

## 6. Whole-of-Network Approach

This SMP combines the Buller, Grey, and Westland Districts' Speed Plans into one consistent proposal for the West Coast. While developing the Plan, the NZTA draft Interim SMP for the State Highway network has also been considered.

For local roads that are not covered in this Plan, it is proposed that these will be reviewed in 2026/27.



## 7. Three-Year Implementation Plan

The proposed implementation plan supports the overall objectives of the RLTP, and in particular to make the transport network safe for all users as it aims to reduce deaths and serious injuries. With approximately 1,900 kilometers of local roads (excluding State Highways) across the West Coast, the implementation plan has focused on the initial high areas.

- Schools: All the schools in the Region have been reviewed to improve safety for children and students. There are no proposed speed limit changes for areas outside schools located on State Highways as this will be addressed under the NZTA workstream
- High-priority roads and areas: The areas with a high percentage of active road users have been included in the plan. This includes some areas requested by the community for review, and where suitable, have been included in the plan.

Based on the above considerations, the following speed limit proposals have been developed for the Buller (7.1), Grey (7.2), Westland (7.3), and Department of Conservation (7.4) areas.

### 7.1 Buller District

#### School Speed Limit Proposal

Table 7.1 Buller District School List

School Name	Category	Existing Speed Limit	Proposed Speed Limit	Map Reference	Implementation Timeframe	Comment
Buller High School	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	
Karamea Area School	1	Permanent 50 km/h	Permanent 30 km/h	B2	2023/24	
Reefton Area School	1	Permanent 50 km/h	Permanent 30 km/h	B9	2023/24	
Sacred Heart School	1	Permanent 50 km/h	Permanent 30 km/h	B9	2023/24	
St Canice's School	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	SH Interim SMP proposes 30 km/h variable speed limit on SH67.
Westport North School	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	
Westport South School	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	
OneSchool Global Westport	1	Permanent 50 km/h	Permanent 30 km/h	B6	2023/24	

## High Priority Roads and High Priority Areas

Table 7.2 Buller District Proposal

Area/Road	Map Reference	Implementation Timeframe	Comment
Kohaihai Road	B1	2024/25	N/A
Little Wanganui	B3	2024/25	N/A
Seddonville	B4	2024/25	N/A
Powerhouse Road	B5	2024/25	N/A
Westport	B6	2024/25	School zones will be implemented in 2023/24.
Cape Foulwind	B7	2024/25	N/A
Charleston	B8	2024/25	N/A

## 7.2 Grey District

### School Speed Limit Proposal

Table 7.3 Grey District School List

School Name	Category	Existing Speed Limit	Proposed Speed Limit	Map Reference	Implementation Timeframe	Comment
Awahono School	1	Permanent 50 km/h	Permanent 30 km/h	G1	2024/25	N/A
Blaketown School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A
Cobden School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A
Greymouth High School	1	Permanent 50 km/h	Variable 30km/h	G4	2023/24	SH Interim SMP proposes a 30 km/h variable speed limit on SH6.
Greymouth Main School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A
John Paul II High School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A
Karoro School (Tasman St and Rata St)	1	Permanent 50 km/h	Permanent 30 km/h	G6	2024/25	N/A
Lake Brunner School	1	Permanent 50 km/h	Permanent 30 km/h	G8	2023/24	N/A

School Name	Category	Existing Speed Limit	Proposed Speed Limit	Map Reference	Implementation Timeframe	Comment
Paparoa Range School	1	Permanent 50 km/h	Permanent 30 km/h	G5	2024/25	N/A
Paparoa Range School-Blackball site	1	Permanent 50 km/h	Permanent 30 km/h	G2	2024/25	N/A
Paroa School (Paroa School Road)	1	8 0km/h with variable 40 km/h	Permanent 30 km/h	G7	2024/25	N/A
Runanga School	1	Permanent 50 km/h	Permanent 30 km/h	G3	2024/25	N/A
St Patrick's School	1	Permanent 50 km/h	Permanent 30 km/h	G4	2023/24	N/A

### High Priority Roads and High Priority Areas

Table 7.4 Grey District Proposal

Area/Road	Map Reference	Implementation Timeframe	Comment
Blackball	G2	2024/25	N/A
Sumner Road	G7	2024/25	N/A
Moana	G9	2023/24	N/A

### 7.3 Westland District

#### School Speed Limit Proposal

Table 7.5 Westland District School List

School Name	Category	Existing Speed Limit	Proposed Speed Limit	Map Reference	Implementation Timeframe	Comment
Fox Glacier School	1	Permanent 60 km/h	Variable 30 km/h	W8	2023/24	N/A
Haast School	1	Permanent 50 km/h	Variable 30 km/h	W9	2023/24	N/A
Hokitika Primary School	1	Permanent 50 km/h	Permanent 30 km/h	W3	2023/24	N/A
Kokatahi-Kowhitirangi School	1	Permanent 80 km/h	Variable 30 km/h	W4	2023/24	N/A
Kumara School	1	Permanent 50 km/h	Permanent 30 km/h	W1	2023/24	N/A
Ross School (Gibson Street and Monteith Street)	1	Permanent 50 km/h	Permanent 30 km/h	W5	2023/24	SH Interim SMP proposes variable 30 km/h on SH6
South Westland Area School	1	Permanent 50 km/h	Variable 30 km/h	W6	2023/24	N/A
Westland High School	1	Permanent 50 km/h	Permanent 30 km/h	W3	2023/24	N/A

#### High Priority Roads and High Priority Areas

Table 7.6 Westland District Proposal

Town/Area	Map Reference	Implementation Timeframe	Comment
Kumara	W1	2023/24	N/A
Arahura Pa	W2	2024/25	N/A
Hokitika	W3	2023/24	N/A
Ross	W5	2023/24	N/A
Franz Josef	W7	2025/26	N/A

## 7.4 Department of Conservation

Table 7.7 Doc Road Proposal

Road Name	District Area	Existing Speed Limit	Proposed Speed Limit	Implementation Timeframe	Comment
Marble Hill Road	Buller	Permanent 100 km/h	Permanent 20 km/h	2023/24	Existing 20 km/h speed limit sign(s) on the road
Prohibition Road	Buller	Permanent 100 km/h	Permanent 20 km/h	2023/24	Existing 20 km/h speed limit sign(s) on the road
Southside Road View Road	Buller	Permanent 100 km/h	Permanent 50 km/h	2023/24	Existing 50 km/h speed limit sign(s) on the road

## 8. Monitoring Programme

It is important to keep track and ensure the outcomes of the Plan are being met. Changes outlined will be monitored on an annual basis by Buller, Grey, and Westland District Councils, and an evaluation report will be developed 12 months after a new speed limit has been introduced.

Three key outcomes will be monitored: changes in the speed limit, user safety, and perception of safety. For each of the outcomes, the key performance indicators (KPI) proposed are shown in [Table 8.1](#).

Table 8.1 Speed Management KPIs

Outcomes	Measure Name	Measure
<b>Changes in speed limit</b>	Safe and appropriate speed	% Road network that is at or below the safe and appropriate speed
	Category 1 schools	% Category 1 schools with 30-40 km/h speed limit
	Category 2 schools	% Category 2 schools with 60 km/h speed limit or lower
<b>Changes in user safety</b>	Crashes by severity	Number of crashes by severity from Crash Analysis System (CAS)
	Death and serious injuries	Number of death and serious injuries from CAS
	Travel speed gap	Difference between the new speed limit and actual speed
<b>Changes in perception of safety</b>	Perception of safety	Perception of safety and ease of walking and cycling, determined by post implementation surveys

### Category One and Two Schools

Under the Setting of Speed Limits Rule, schools have been grouped into two categories which determine the appropriate speed limit for the surrounding roads.

- **Category 1:** where schools would have 30km/h (fixed or variable) speed limits, or 40km/h limits if they existed prior to the Speed Rule taking effect
- **Category 2:** where school area could provide for a maximum of 60km/h speed limits but include an explanation about how the Safe System principles would be met.

The categorisation effectively recognises that there are different operating conditions and risk profiles between urban and rural areas, for example where pupils are generally driven to school and distances may make active transport modes less practical.

The data sources for these KPIs will be traffic tube counts (or other alternative data sources) at specified locations and these will be supported by control sites monitoring, where possible, post-implementation surveys, and crash data from the Crash Analysis System (CAS) database. This information will be collected, analysed, and reported annually to determine the impacts of the Plan over time. Baseline information will also be collected prior to implementation of the Plan to be able to monitor the KPIs.

Table 8.2 Baseline KPIs

District	% Road Network SAAS <sup>2</sup> Aligned	% Category 1 Schools With 30-40 km/H Speed Limit	% Category 2 Schools With 60 Km/H Speed Limit Or Lower	DSI <sup>3</sup> - Crashes (2018-2022)	DSI – Total Injury Count (2018-2022)
Buller District	3%	0% (Out of 10)	N/A	16	17
Grey District	2.8%	8% (1 out of 12)	0% (Out of 1)	18	21
Westland District	24%	17% (2 out of 12)	N/A	12	15

In addition to these indicators, there is a range of co-benefits that individual road controlling authorities may choose to report on. These include mode shifts and emissions changes that may occur.

<sup>2</sup> [SAAS - safe and appropriate speed](#)

<sup>3</sup> [DSI – deaths and serious injuries](#)

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## 9. Variations

Road-Controlling Authorities may wish to prepare a variation to this SMP, with the approval of the Director of Land Transport.

## 10. Government's Proposed Changes to Speed Rule

The Land Transport Rule: Setting of Speed Limits 2022 has been recently amended. Changes have been signalled to the Rule that will involve the removal of mandatory requirements for local Road Controlling Authorities to implement SMPs and to remove deadlines for submission by 29 March 2024.

The intent of the changes is expected to be that the preparation of SMPs will become a discretionary requirement with no set deadline for delivery. Any previous deadlines for the preparation of SMPs will be revoked, including deadlines for Regional Transport Committees and Road Controlling Authorities to meet deadlines associated with setting speed limits outside of schools.

In addition, it is anticipated that in future the Minister of Transport will have the authority to set deadlines for the steps involved in developing, varying, or replacing SMPs, rather than NZ Transport Agency.

### 10.1 Requirements for Variable Speed Limits Outside Schools

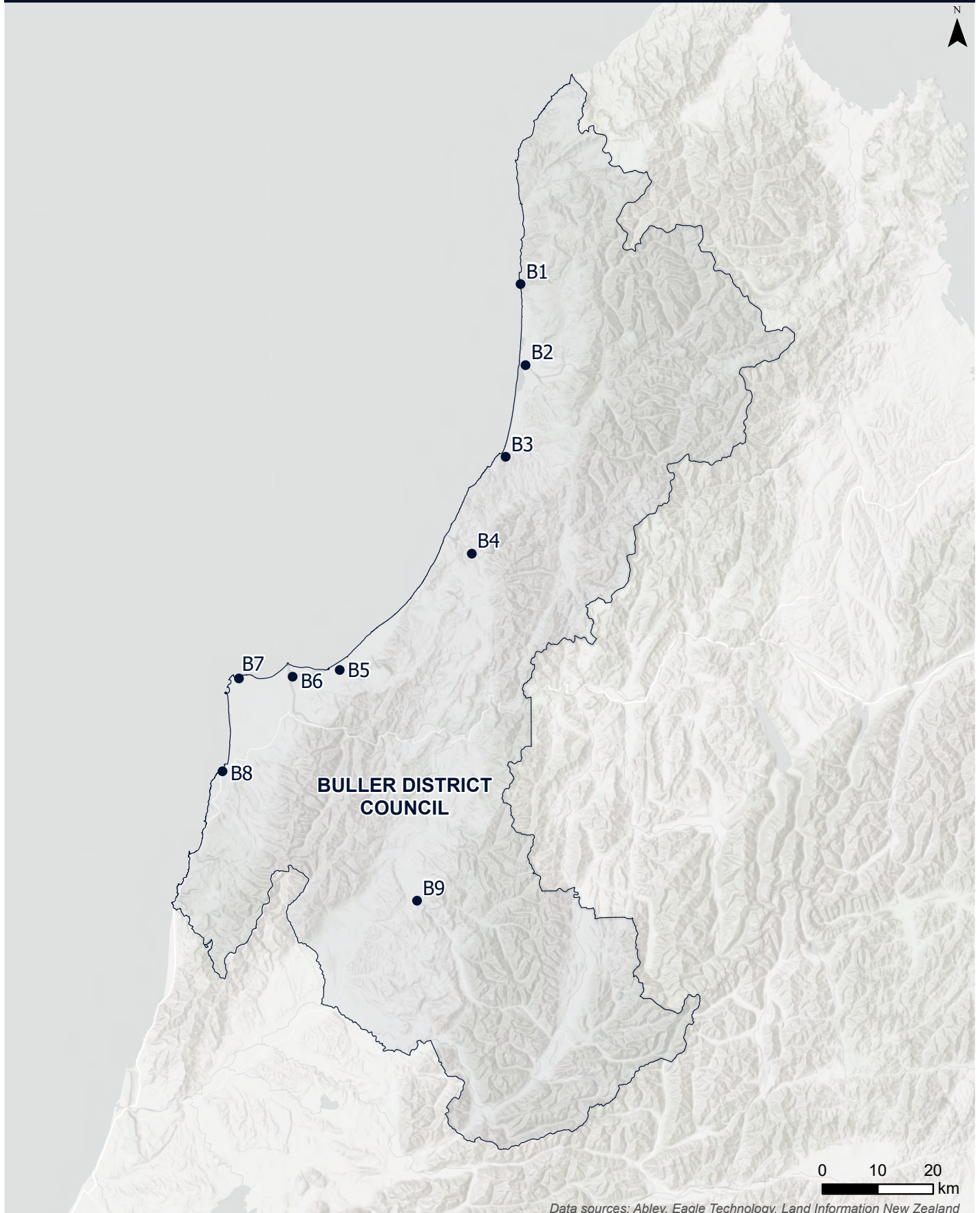
The Land Transport Rule will introduce requirements for variable speed limits on roads near schools during pick-up and drop-off times. Implementation of variable speed limits on roads near schools will mean that electronic signage will be required and there could be a cost implication to Road-Controlling Authorities. It is unclear at this time if this will be a mandatory or a preferred option.

## 11. Conclusion

The West Coast Regional SMP 2024 – 2026 makes a significant step towards a safer and well-being-connected community. It was developed collaboratively by the West Coast Regional Council, Buller, Grey, and Westland District Councils, and the Department of Conservation. With a vision of a safe, resilient, and connected multi-modal transport network, the Plan aligns strategically with the Government Policy Statement (GPS) on Land Transport and the Road to Zero strategy.

The three-year implementation plan in this Regional SMP prioritises schools, areas with high numbers of vulnerable road users, and areas with agreed community support. The monitoring programme, featuring key performance indicators, provides a robust framework for ongoing evaluation, measuring changes in speed limits, user safety, and the perception of safety. Overall, the Plan sets a precedent for effective, collaborative speed management, underlining the Region's dedication to fostering a safe and interconnected environment for its residents.

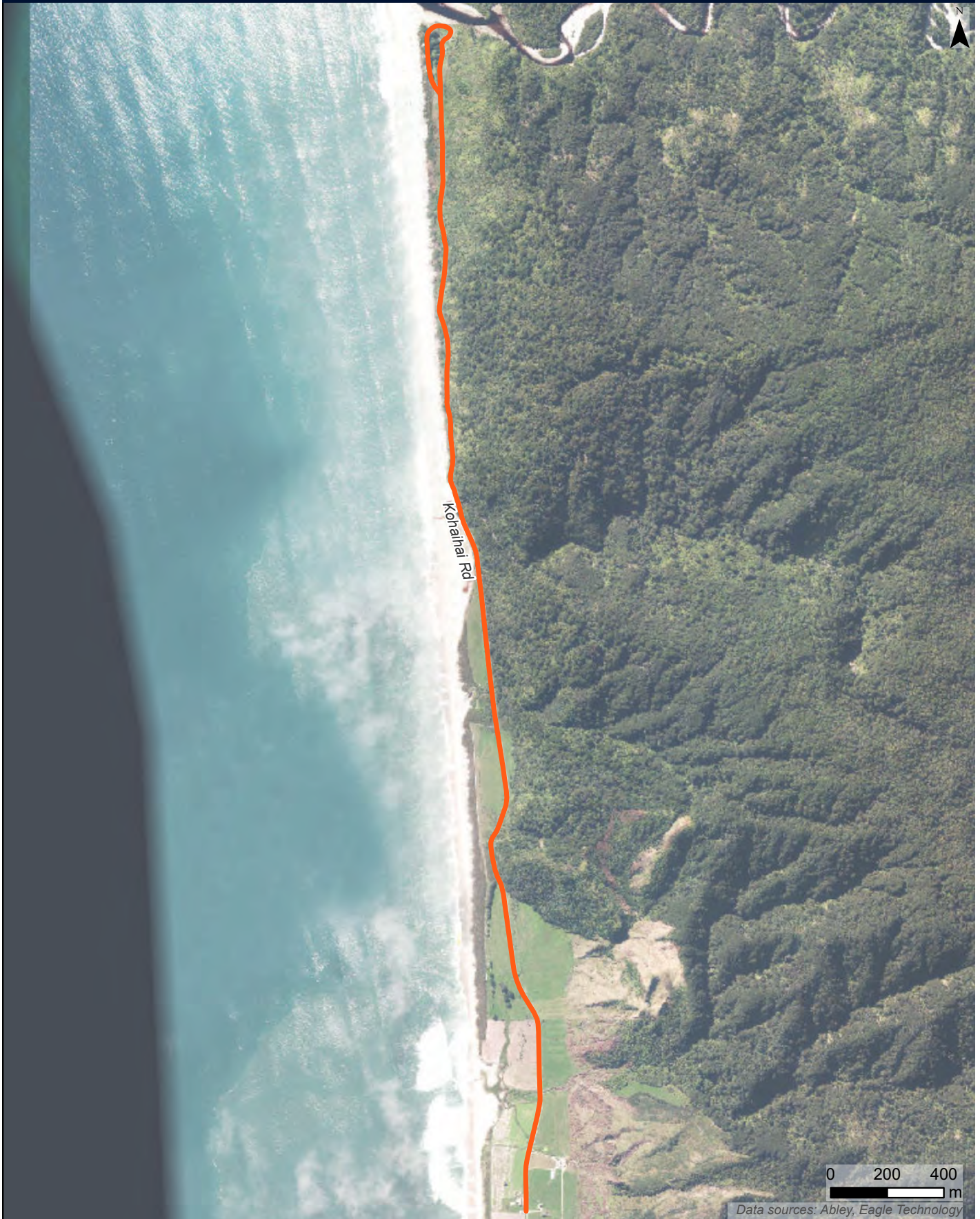




Data sources: Abley, Eagle Technology, Land Information New Zealand

- |                      |                      |              |
|----------------------|----------------------|--------------|
| B1 - Kohaiahi Road   | B5 - Powerhouse Road | B9 - Reefton |
| B2 - Karamea         | B6 - Westport        |              |
| B3 - Little Wanganui | B7 - Cape Foulwind   |              |
| B4 - Seddonville     | B8 - Charleston      |              |





Proposed Speed (km/h)

— 60





Proposed Speed (km/h)

— 30

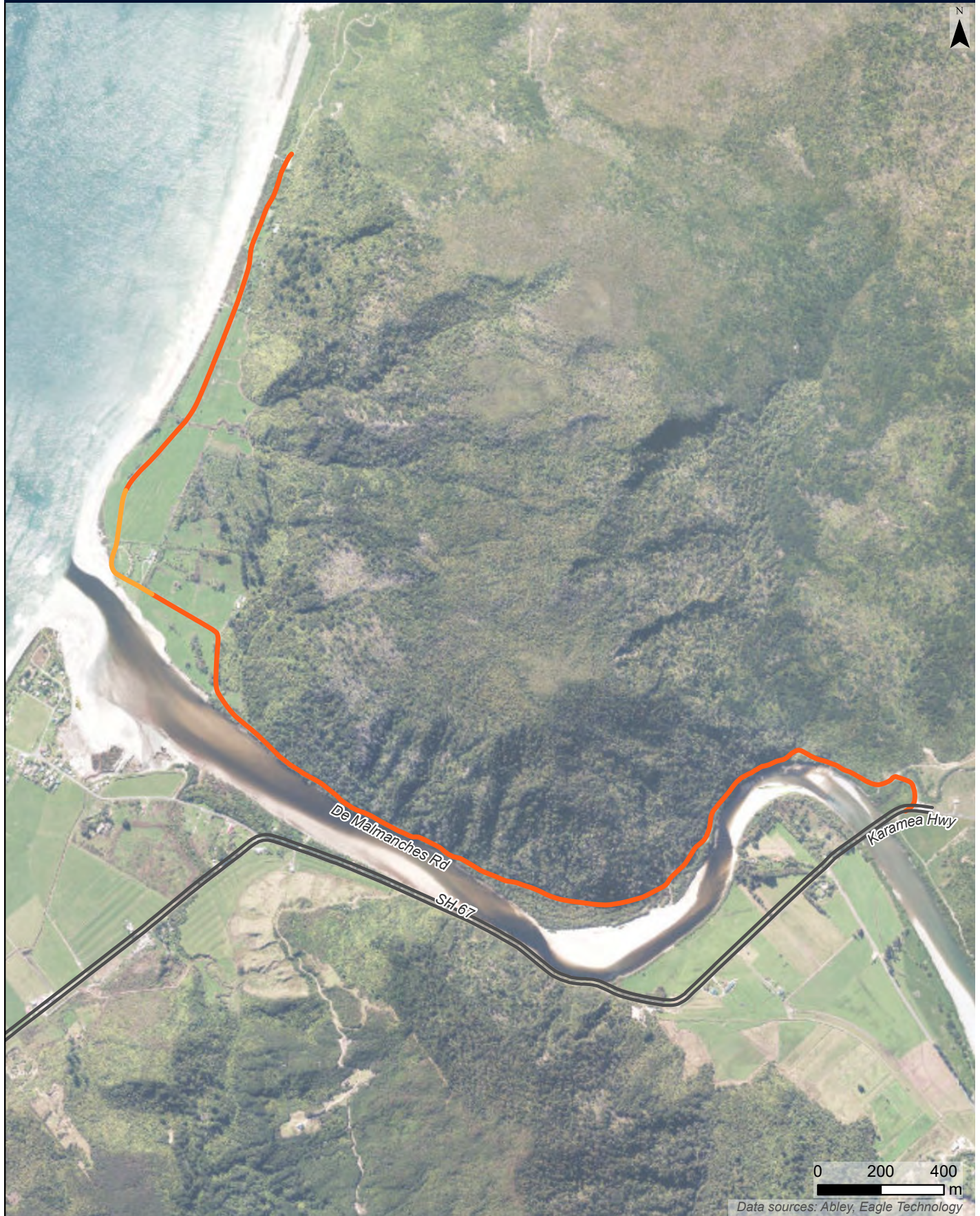




Proposed Speed (km/h)

— 40





Proposed Speed (km/h)

- 30
- 60
- == State Highway





0 200 400 m  
Data sources: Abley, Eagle Technology

Proposed Speed (km/h)

— 60

— State Highway





Proposed Speed (km/h)

- 30 — 60 — State Highway
- 40





Proposed Speed (km/h)

— 60

— State Highway





Proposed Speed (km/h)

- 40
- 60
- State Highway



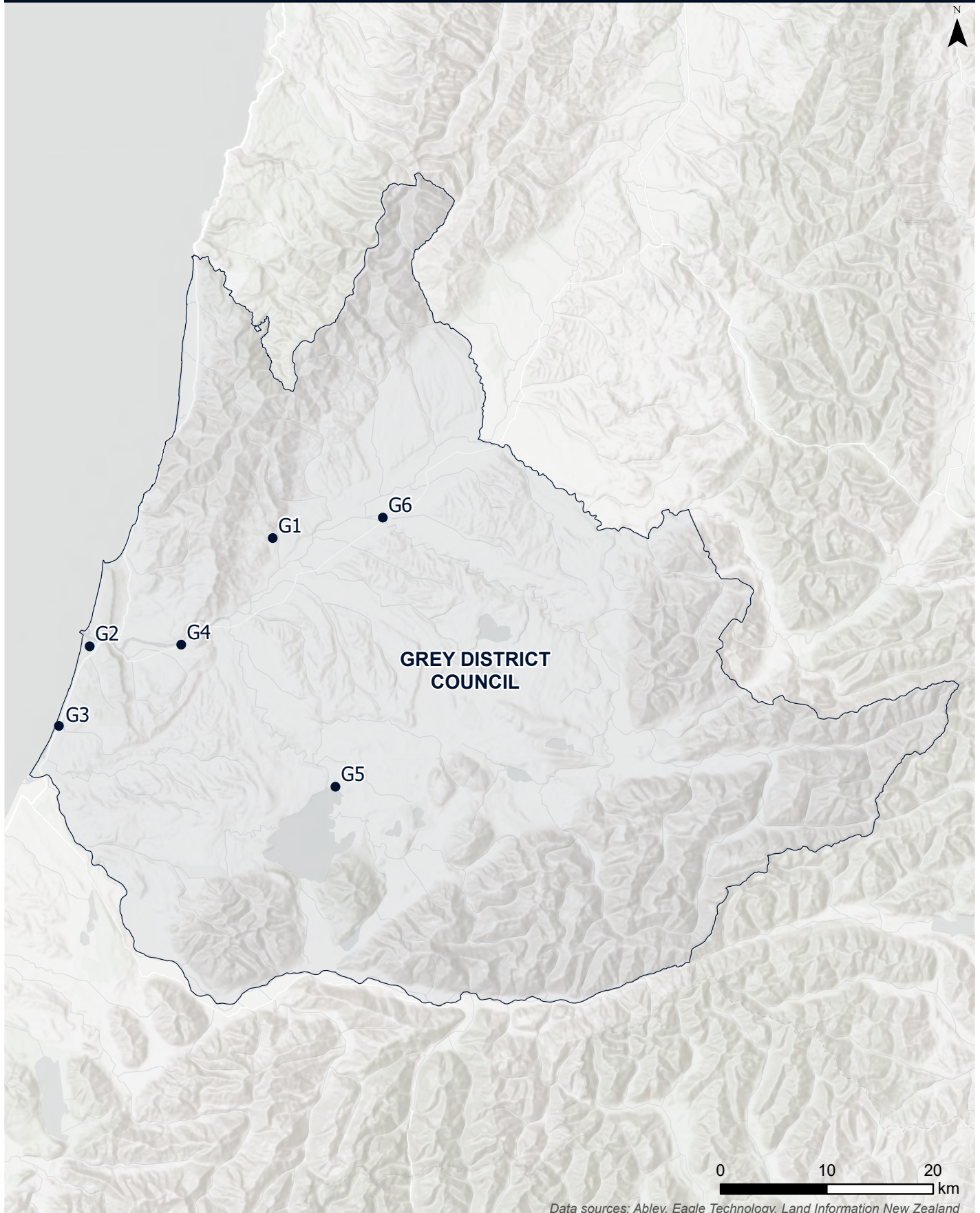


Proposed Speed (km/h)

— 30

— State Highway





Data sources: Abley, Eagle Technology, Land Information New Zealand

- |                |                               |
|----------------|-------------------------------|
| G1 - Awahono   | G5 - Paparoa Range School     |
| G2 - Blackball | G6 - Karoro School            |
| G3 - Runanga   | G7 - Paroa School & Gladstone |
| G4 - Greymouth | G8 - Moana                    |





Proposed Speed (km/h)

— 30

— State Highway

🏫 School





Proposed Speed (km/h)

— 30



School





Proposed Speed (km/h)

— 30



School





- Proposed Speed (km/h)
- - - 30 (Variable)
  - 30
  - State Highway
  - School





Proposed Speed (km/h)

— 30

— State Highway

🏫 School





Proposed Speed (km/h)

— 30

== State Highway

🏫 School





Data sources: Abley, Eagle Technology

Proposed Speed (km/h)

— 30

== State Highway

🏫 School





Proposed Speed (km/h)

- 30
- 40

 School

0 50 100 m  
Data sources: Abley, Eagle Technology





Data sources: Abley, Eagle Technology, Land Information New Zealand

- |                 |                                 |                   |
|-----------------|---------------------------------|-------------------|
| W1 - Kumara     | W4 - Kokatahi-Kowhitirangi      | W7 - Franz Josef  |
| W2 - Arahura Pa | W5 - Ross                       | W8 - Fox Glacier  |
| W3 - Hokitika   | W6 - South Westland Area School | W9 - Haast School |





Proposed Speed (km/h)

- 30
- 50
- State Highway





Proposed Speed (km/h)

- 30
- == State Highway





05000  
m

Data sources: Abley, Eagle Technology

- Proposed Speed (km/h)
- 30
  - 40
  - State Highway
  - 50

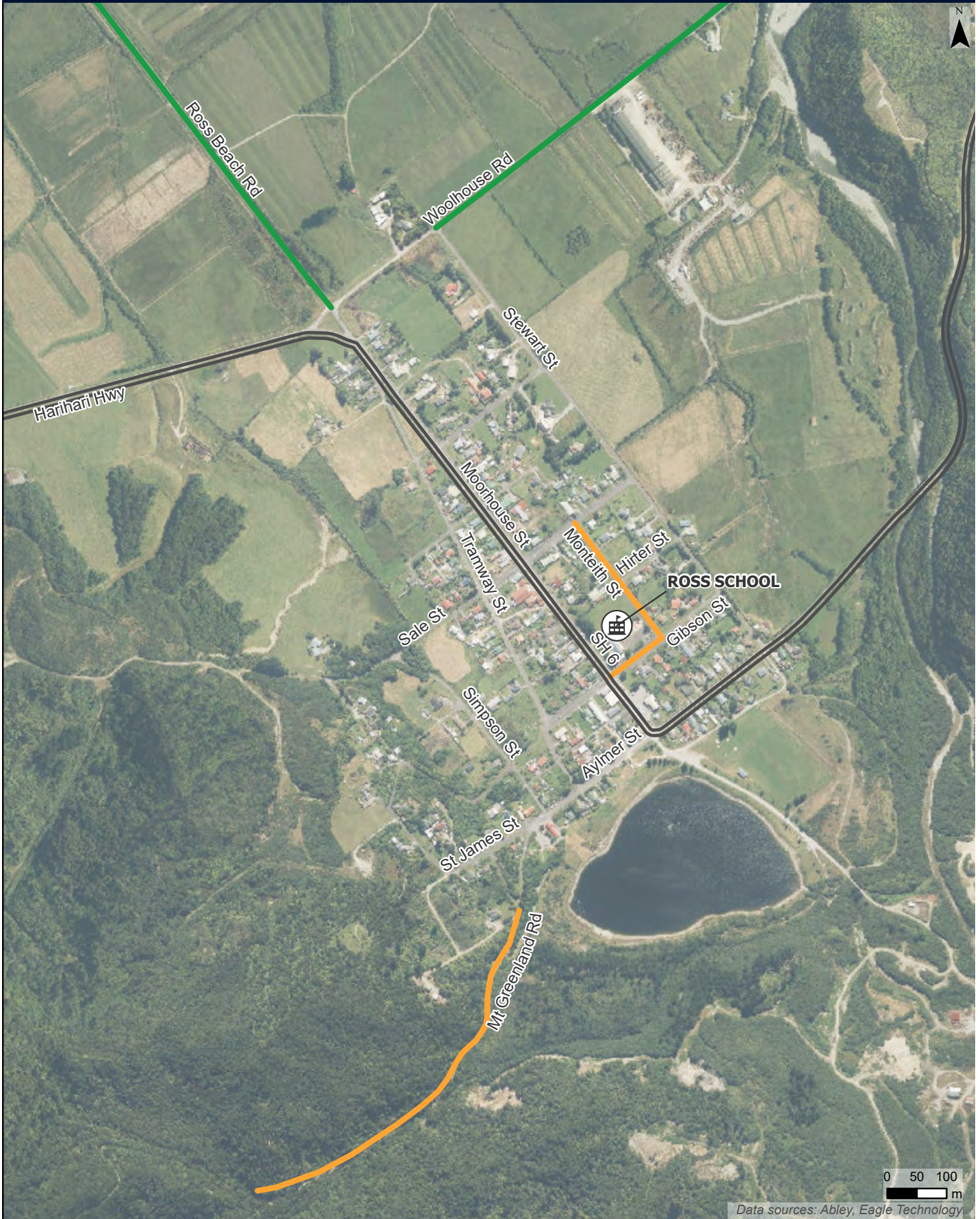




Proposed Speed (km/h)




— 30 (Variable)





Data sources: Abley, Eagle Technology

Proposed Speed (km/h)

	30		State Highway
	50		





Proposed Speed (km/h)  
- - - 30 (Variable)  
— 50





Proposed Speed (km/h)

— 30      == State Highway





Proposed Speed (km/h)

— 30 (Variable)

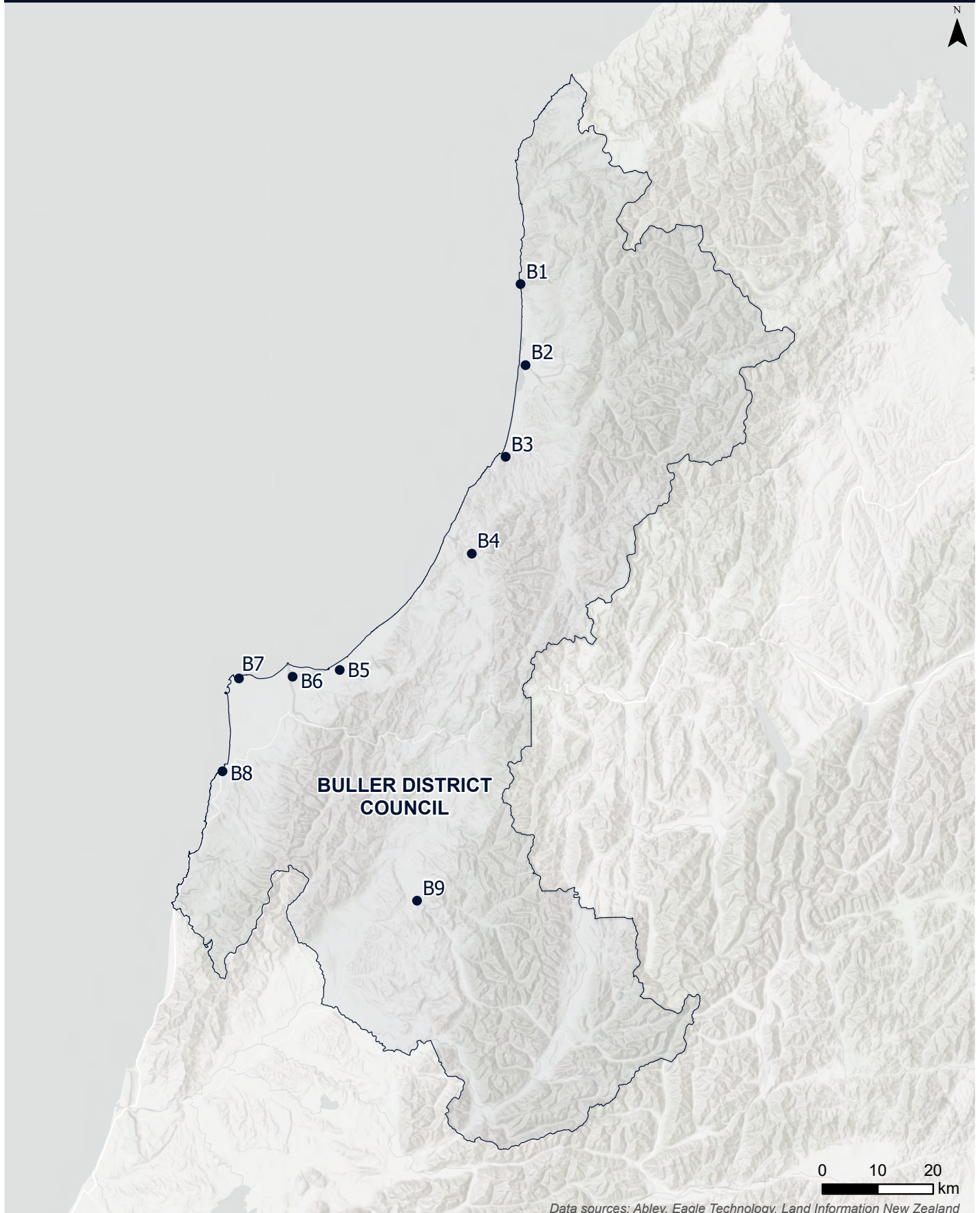




Proposed Speed (km/h)

— 30 (Variable)

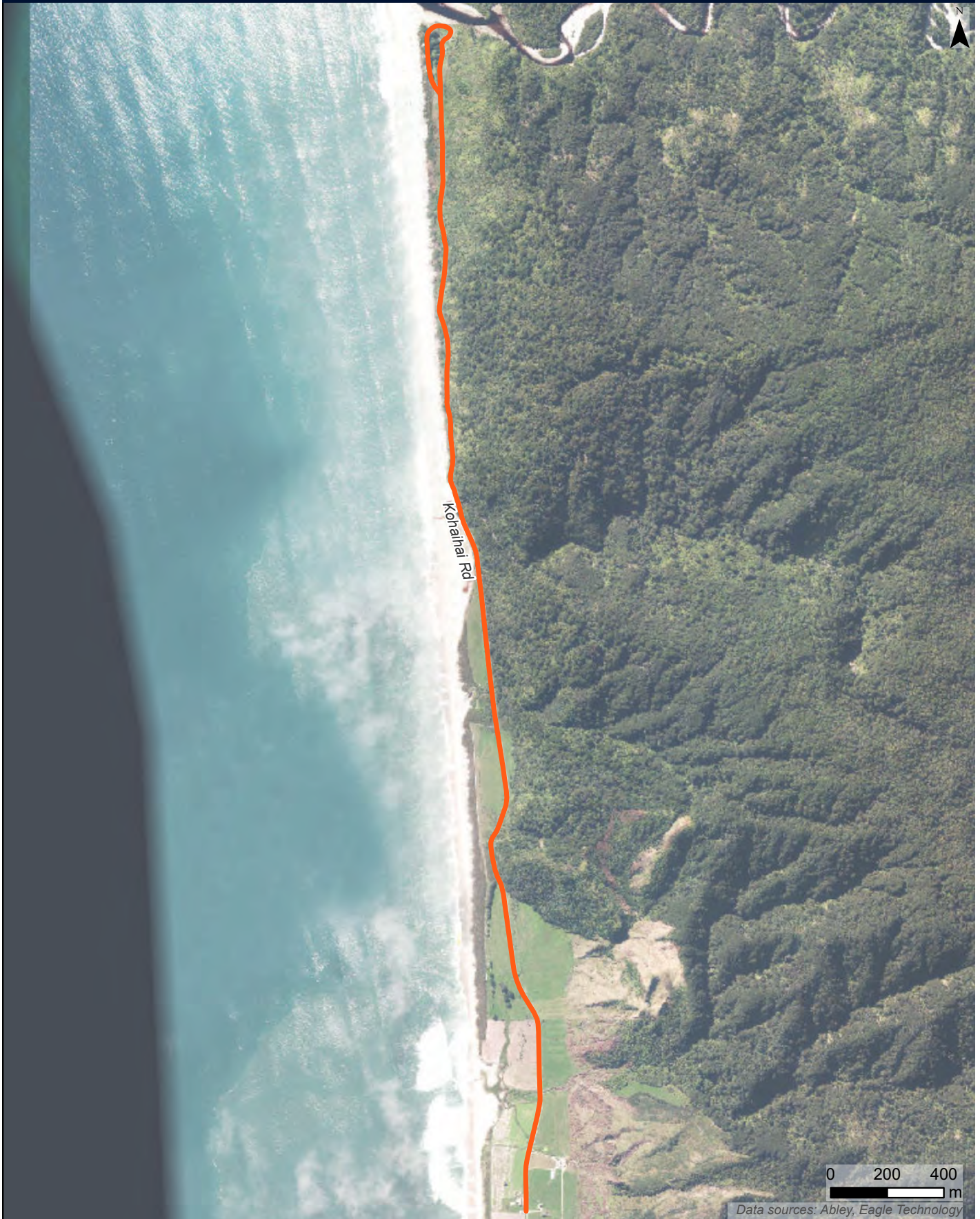




Data sources: Abley, Eagle Technology, Land Information New Zealand

- |                      |                      |              |
|----------------------|----------------------|--------------|
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| B2 - Karamea         | B6 - Westport        |              |
| B3 - Little Wanganui | B7 - Cape Foulwind   |              |
| B4 - Seddonville     | B8 - Charleston      |              |





Proposed Speed (km/h)

— 60





Proposed Speed (km/h)

— 30





Proposed Speed (km/h)

— 40

Data sources: Abley, Eagle Technology





Proposed Speed (km/h)

— 30

— State Highway

— 60





Proposed Speed (km/h)

— 60

== State Highway





Proposed Speed (km/h)

— 30   
 — 60   
 — State Highway  
— 40

0 200 400  
m  
Data sources: Abley, Eagle Technology





Proposed Speed (km/h)

— 60

— State Highway





Proposed Speed (km/h)

— 40

— State Highway

— 60





Proposed Speed (km/h)

— 30

— State Highway

# West Coast Draft Regional Speed Management Plan

## Feedback form



Department of  
Conservation  
*Te Papa Atawhai*



*We are consulting on the West Coast Draft Regional Speed Management Plan and want to hear your views on traffic speeds on some of our local roads, and what you think about the proposed changes to the speed limits on the West Coast.*

*Your feedback will help to inform decisions on the final Speed Management Plan.*

**Name** \_\_\_\_\_

**Email** \_\_\_\_\_

**Address** \_\_\_\_\_

**Gender** (please circle)    Male    Female    Gender Diverse    Prefer not to say

**Age Group** (please circle)    14-18    19-25    26-30    31-39    40-49    50-59    60-69    70+

Prefer not to say

1. **Which District would you like to provide feedback on?** (Please select ONE district. Please use different feedback forms if you like to provide feedback on several districts.)

Buller     Grey     Westland

2. **What is your relationship to the Buller/Grey/Westland District?** (Tick all that apply)

I live in the area  
 I work in the area  
 I own or manage a business in the area



- I go to school or an education facility in the area  
 I drop my children off here for school or daycare  
 I come here for shopping  
 I access community or health services in the area  
 I visit friends in the area  
 I do recreational activities in the area (e.g. running, attending class at a fitness centre, etc.)  
 I travel through the area  
 Whakapapa to the area  
 Other (please specify) \_\_\_\_\_
3. **How do you usually travel? (Tick all that apply)**
- By foot  
 By private vehicle  
 By bicycle  
 By moped/motorcycle  
 By wheelchair or mobility scooter  
 By driving services, such as Total Mobility  
 By taxi  
 Other (please specify) \_\_\_\_\_
4. **How safe do you feel current speed limits are in the West Coast Region?**
- Very unsafe     Unsafe     Neutral     Safe     Very Safe
5. **Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?**
- Strongly disagree     Disagree     Agree     Strongly agree
6. **What do you think should happen to speed limits on our rural local roads?** *Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.*
- Increase speed limits     Keep speed limits the same     Decrease speed limits
7. **What do you think should happen to speed limits on urban local roads?** *Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.*
- Increase speed limits     Keep speed limits the same     Decrease speed limits



**Please send or drop off your completed feedback form to the relevant district council.**

**Buller District Council**

PO Box 21  
Westport 7866

[info@bdc.govt.nz](mailto:info@bdc.govt.nz)

Ph: 0800 807 239

**Grey District Council**

PO Box 382  
Greymouth 7840

[info@greydc.govt.nz](mailto:info@greydc.govt.nz)

Ph: 03 769 8600

**Westland District Council**

Private Bag 704  
Hokitika 7842

[council@westlanddc.govt.nz](mailto:council@westlanddc.govt.nz)

Ph: 0800 474 834

**West Coast  
Regional Council**

PO Box 66,  
Greymouth 7840

[info@wcr.govt.nz](mailto:info@wcr.govt.nz)

Ph: 0508 800 118



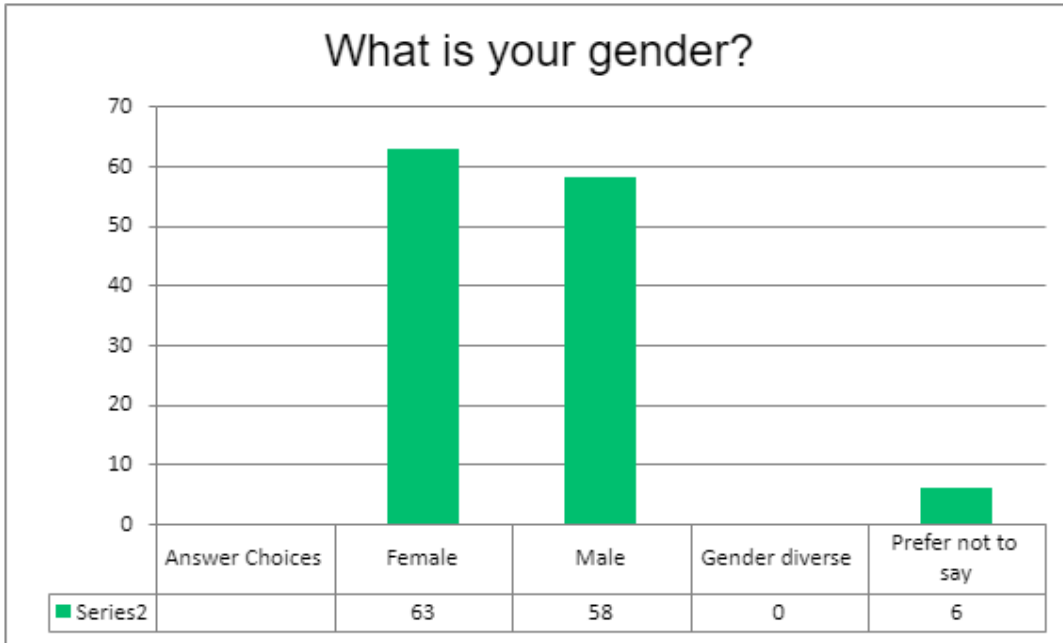
**ATTACHMENT 5: Quantitative results Question 1- 11**

**Question 1**

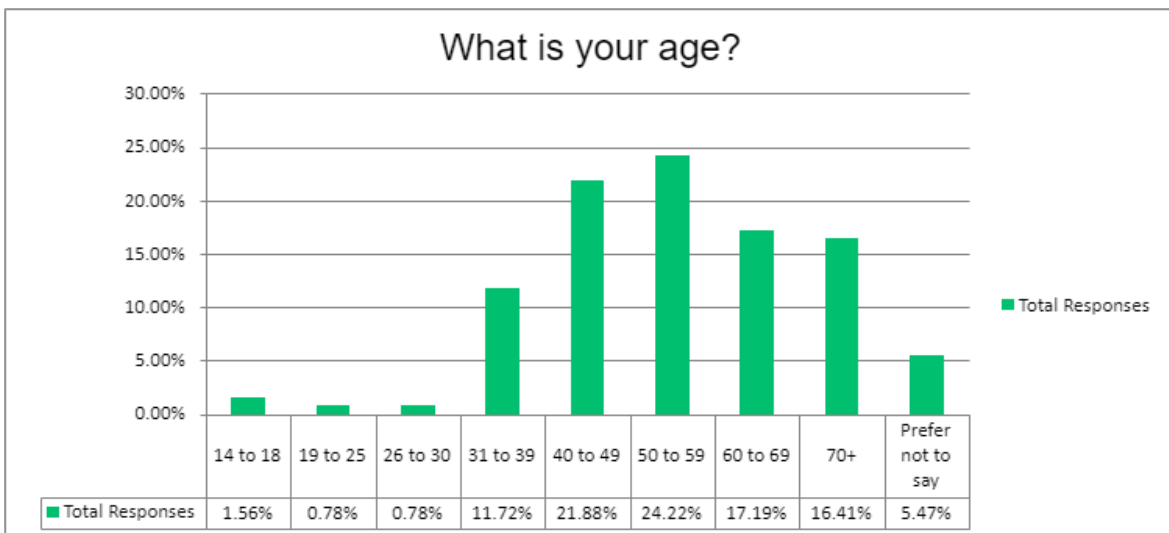
**Total submissions: 141 (Online 96 and paper 45)**

**Late submissions (not included): 2**

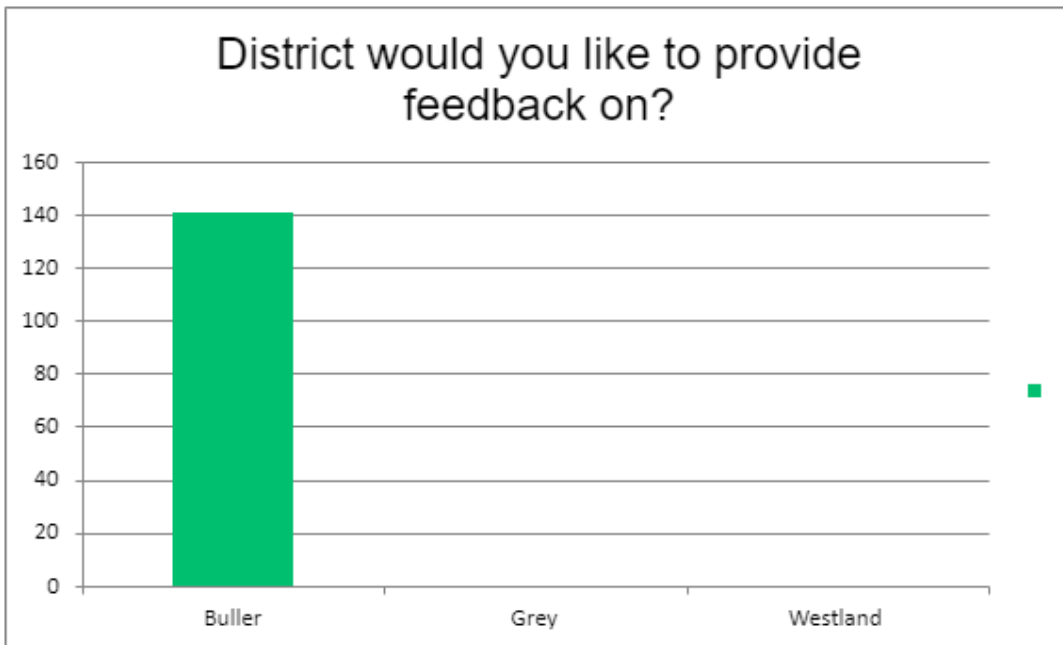
**Question 2**



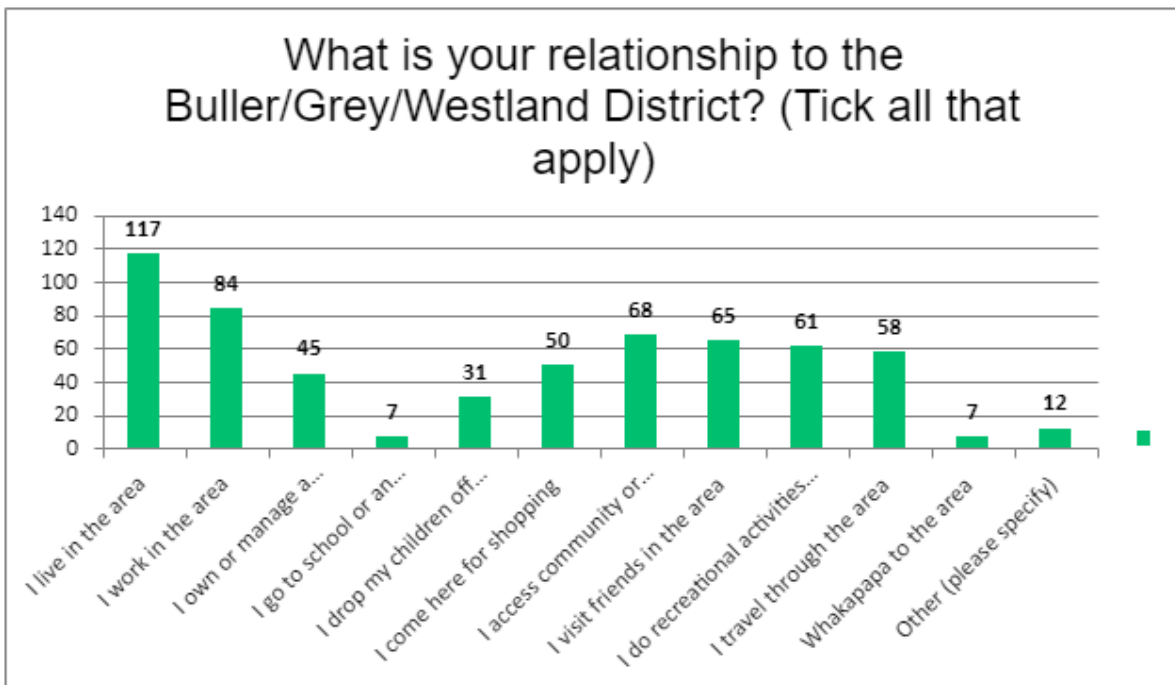
**Question 3**



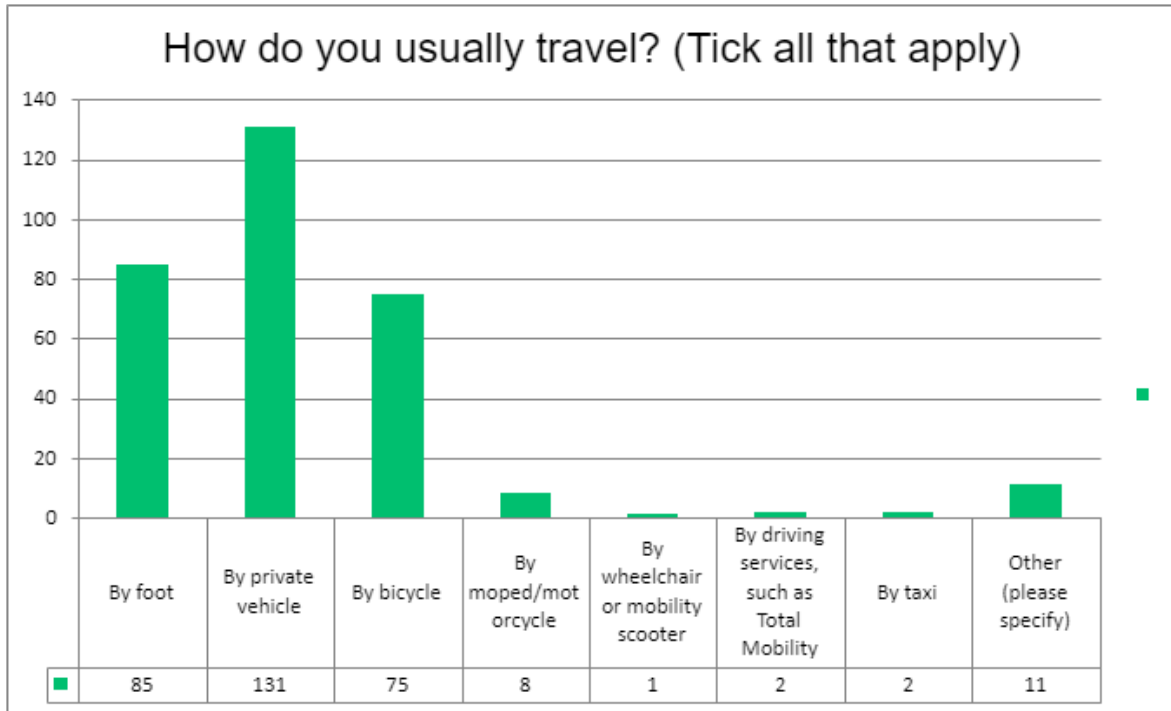
**Question 4**



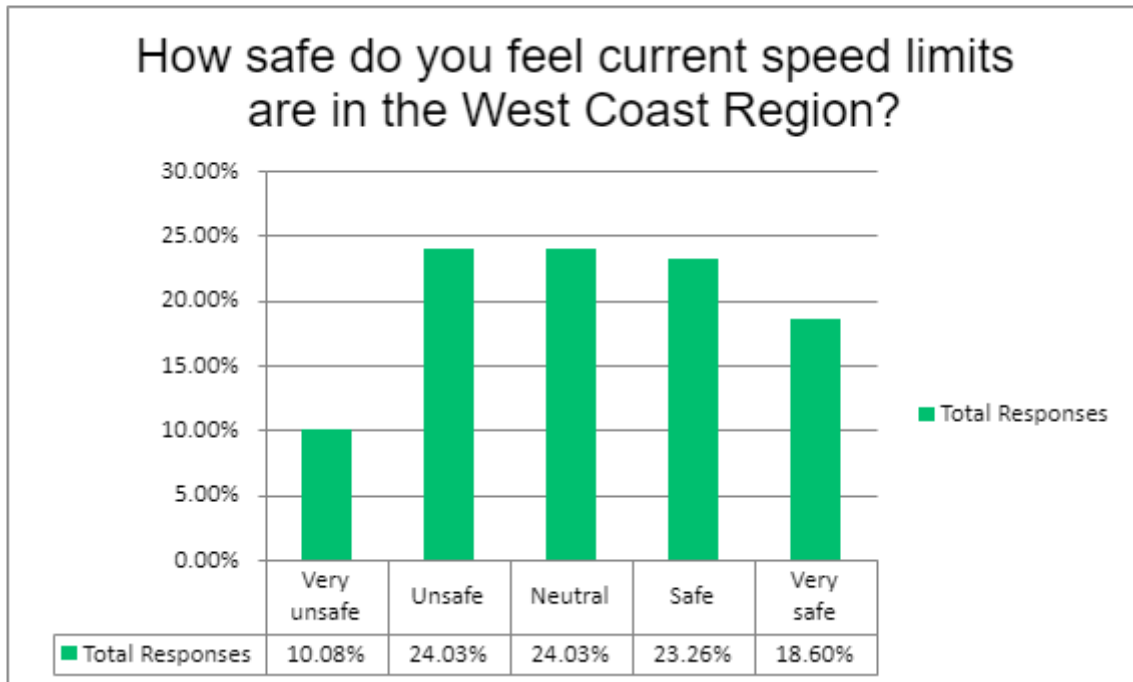
**Question 5**



**Question 6**



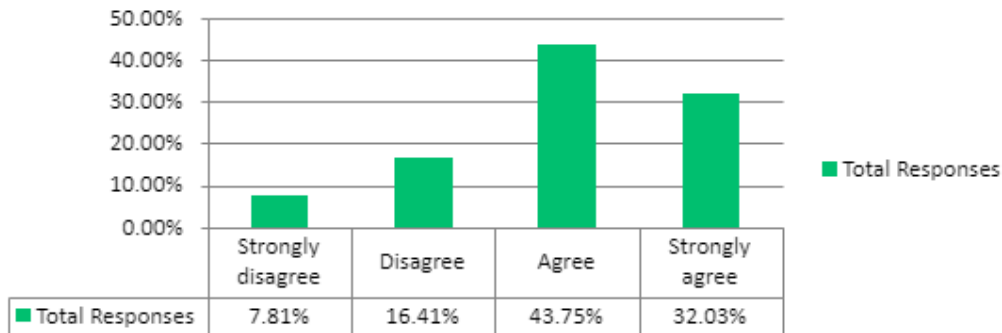
**Question 7**



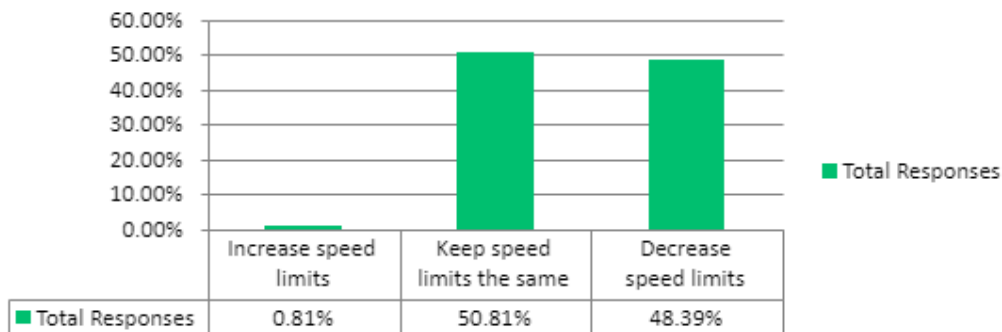


**Question 8**

Our Speed Management Plan aims to reduce the harm and severity of injuries caused when accidents happen on our roads. Do you agree with this general aim?

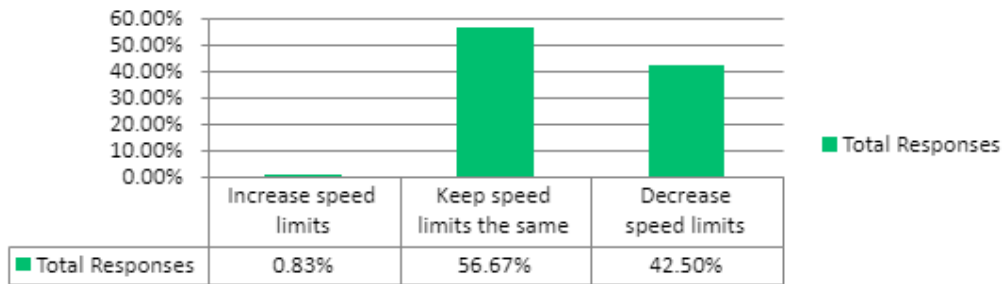
**Question 9**

What do you think should happen to speed limits on our rural local roads? Rural local roads are roads outside of our towns which are not State Highways, and generally have higher speeds.



**Question 10**

What do you think should happen to speed limits on urban local roads? Urban local roads are roads in our towns, around houses, schools, and shops, which generally have lower speeds, and are not State Highways.



**Question 11**

Regulation has recently required us to lower speeds around all schools in the district by 2027. Do you agree with the proposed approach to lowering local road speed limits around schools?

