



**WEST COAST  
REGIONAL COUNCIL**

**PUBLIC COPY**

**Meeting of Greymouth Joint Committee**

**Wednesday, 19 February 2025**

**10:00am**

**West Coast Regional Council Chambers**

**and**

**Live-streamed via West Coast Regional Council's Facebook Page:**

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



# Greymouth Joint Committee Meeting

## (Te Huinga Tu)

### AGENDA

#### (Rarangī Take)

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<b>1. Welcome (Haere mai)</b>	
<b>2. Apologies (Ngā Pa Pouri)</b>	
<b>3. Declarations of Interest</b>	
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**8. General Business**

**Darryl Lew**  
**Chief Executive**

## **Purpose of Local Government**

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

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**5 Minutes of Council Meeting of 23 July 2024**

**Author** Lillian Crozier, Business Support Officer

**Authorizer**

**Public Excluded** No

**Report Purpose**

The purpose of this report is to receive the minutes of the Joint Committee meeting of 23 July 2024.

**Recommendations**

***It is recommended that the Committee resolves to:***

1. *Confirm that the minutes of the Joint Committee meeting held on 23 July 2024 are a true and correct record.*

**Attachments**

Minutes of the Council meeting held on 23 July 2024.

**Minutes of Greymouth Rating District Joint Committee  
Held at the West Coast Regional Council Chambers  
Tuesday 23<sup>rd</sup> July 2024 commencing at 10:00**

**Present:**

WCRC – Cr Haddock (Chair), Cr Ewen, Cr Cummings (via Zoom).

GDC – Cr Gibson, Cr Mora.

**In Attendance:**

WCRC – Cr Birchfield, D. Lew (Chief Executive), T. Hopkins (Group Manager-Catchment Management) P. Birchfield (Area Engineer) K. Maynard (Senior Asset Lead) A. Pendergrast (Corporate Services Manager-Acting), O. Rose (Catchment Officer), L. Crozier (BSO), K. Clement (BSO).

GDC – P. Pretorius (Chief Executive), A. Haymes (Group Manager-Operations), K. Perrin-Smith (Utilities Engineer)

**Welcome:** Chair P. Haddock opened the meeting and welcomed those present.

**Apologies:** The Chair called for apologies. An apology was received from T. Gibson.

Cr Gibson advised in the absence of Mayoress T. Gibson that Cr Gibson, A. Haymes and T. Mora have been assigned voting rights.

**Moved** (Gibson/Haddock) that the apology from Mayoress T. Gibson be received.

*Carried.*

**Declarations of Interest**

The Chair called for any declarations of interest. Cr P. Haddock declared an interest in the Greymouth Floodwall Upgrade Project agenda item due to his son's interest in MBD contracting.

**Public Forum, Petitions and Deputations**

There were no public forums or deputations.

**Confirmation of Minutes**



**Moved** (*Gibson/Ewen*) that subject to the correction to remove K. Perrin-Smith from the first resolution, that the minutes of Thursday 4<sup>th</sup> May 2023 were a true and correct record of the meeting

### **Matters Arising**

The minutes of the May 2023 joint committee meeting were presented for confirmation. A correction was noted regarding K. Perrin-Smith being listed as seeking a motion, as he did not have voting rights.

Cr Birchfield moved to amend the last minutes to record Cr Birchfield to be present rather than in attendance.

A discussion arose regarding Cr Birchfield's status on the committee. Cr Birchfield asserted he was a full committee member, having been elected to the council and appointed to the committee. However, the chair stated Cr Birchfield had been censured from committees and was only in attendance, not a voting member.

Cr Gibson expressed disappointment at Cr Birchfield's exclusion, noting his experience could be valuable to the committee.

The chair moved to accept the minutes as a true and correct record, which was seconded. The motion passed, with Cr Birchfield voting against.

Cr Gibson raised a point about a request made in the previous meeting for an extra meeting within a month. The Chair noted that this was left to the two CEOs to arrange, but no further meeting had taken place.

The chair moved to accept the minutes as a true and correct record, which was seconded. The motion passed, with Cr Birchfield voting against.

### **Several more items were discussed under matters arising:**

The committee discussed the repair work completed on the Cobden seawall. Cr Haddock reported that several councillors, including himself, Cr Cummings and Cr Ewen, had voluntarily undertaken the work to top up the wall.

The Grey District Council provided traffic management support, and the West Coast Regional Council donated rock from the Cobden quarry. This community effort resolved the immediate issue with the seawall.

Cr Gibson raised concerns about the long-term management of the Cobden wall, suggesting it should be included within the scope of the joint committee with a broader focus on flood hazard generally. He proposed a formal motion, forming a

team of two councillors or staff members from each council to assess the wall thoroughly. The committee acknowledged that Cobden ratepayers are currently paying for flood protection but not receiving adequate service.

Discussion ensued regarding the ownership and responsibility for the Cobden seawall. Chief Executive D. Lew clarified that the asset is currently not on the Regional Council's books and is understood to be a Grey District Council asset. He explained that before the recent flooding events, the Regional Council had applied for funding to address outstanding work on the wall. However, this funding is not likely to be included in the next tranche of government support.

There was discussion about the ownership and maintenance responsibilities for the Cobden wall between the district and regional councils.

Cr Mora wanted to take a motion to move responsibility for Domett Esplanade Bund and Jellyman Park Floodwall into the Regional Councils responsibility, noting that this would require consultation with ratepayers and consideration of funding implications.

D. Lew advised that any decision to include the Cobden wall in the flood protection scheme would need to be made by the joint committee, who would then report back to the Regional Council table. He emphasised the need for a thorough investigation, concept design, and cost estimates before any decisions could be made about funding and implementation.

P. Birchfield discussed the options that had previously been presented to the committee/councils.

Both motions were lost as Chair requested this be left to the CEO's to discuss, with updates from staff.

The committee agreed more regular meetings were needed to address ongoing flood protection issues in a timely manner.

#### **Item 6. Review of agreement**

T. Hopkins provided a verbal update on the review of the Greymouth Floodwalls Joint Floodwalls Terms of Reference. He apologised to the committee for the delay in presenting a revised draft of the agreement. The delay was attributed to staff changes, T. Hopkins coming up to speed with his new role.

T. Hopkins reported that there are a few relatively minor amendments to be made to the preliminary draft. These amendments require further staff review at Grey

District Council before being finalised and presented to the joint committee for endorsement.

T. Hopkins expressed confidence that the revisions could be completed quickly. However, he noted that the process would not be rushed to ensure thoroughness.

It was clarified that once the draft is agreed at officer level, the terms of reference will need to be adopted and endorsed by both the Grey District Council and the West Coast Regional Council at their respective council meetings.

Committee members expressed some frustration at the delays, noting that more frequent meetings may be necessary to progress such matters in a timely manner. There was discussion about potentially widening the scope of the agreement to encompass broader flood hazard issues in the district, rather than focusing solely on floodwalls.

The committee agreed that once the revised draft is available, it should be circulated promptly for review. Members emphasised the importance of having input into the agreement before it is finalised and adopted by the councils.

**Moved** - (Ewen/Haddock) - *to receive the review of Greymouth Floodwalls Joint Agreement report.*

*Carried.*

## **Item 7. Reports**

### **Annual Works Report**

The committee reviewed the annual report for the period July 2022 to June 2023. P. Birchfield presented the report, highlighting key activities and maintenance work completed during the year.

The annual clearing of the knife gate at Cobden Cut was carried out in August 2022, with an additional clearing performed in September 2023. Two extra pins were added to the gate to provide redundancy due to its exposure to wave impacts.

The upgrade and repair of joints on the floodwall was completed, with the last of the retentions paid. Rock slumping at Blaketown was addressed, with Paul Smith Earthmoving repairing a couple of unusual slumps that had formed.

A cross-section survey of the Grey River, conducted every three years, was completed. The survey revealed that the riverbed levels are generally in equilibrium, with some flattening observed in the outlet centre. This information was shared with Franco.

The committee discussed the maintenance of the diversion channel and top-up of rock for Coal Creek. It was noted that while the diversion is still functioning, it is shifting more towards the true right. At present, no action was required to open up the New River saltwater outlet.

Financial aspects of the report were presented, including a proposed maintenance rate strike of \$189,899 for the current financial year. This amount includes \$129,839 for general maintenance, \$40,814 for engineering team cost recovery, and \$19,246 for infrastructure insurance premium contribution.

A loan repayment rate strike of \$290,399 was also proposed, comprising \$217,214 for upgrade works undertaken in 2009 and \$73,185 for the current IRG project.

The committee discussed the prudent reserve, which currently stands at \$400,000. It was decided to maintain the higher rate strike of \$290,399 to continue building up the prudent reserve, rather than reducing it to the \$170,000 figure proposed in the Long-Term Plan.

The financial statements for the maintenance reserve and loan repayments were presented, showing a combined reserve balance of \$708,000 at the end of the 2022-2023 financial year.

**Moved** - (Ewen/Mora) - to receive the Annual Works Report

*Carried.*

### **Rates 2024/2025**

T. Hopkins proposed maintenance rates strike of \$189,899 which included \$129,839 of general maintenance rates, \$19,246 of infrastructure insurance and \$40,814 of engineering cost recovery.

Moved: *"That the maintenance rate strike for the Greymouth Rating District is \$189,899 excl for the 2024-2025 financial year."*

*"The council recommends a loan repayment rate strike for the*

*2024-2025 financial year of \$290,399 excl GST".  
(\$217,214 for 2009 upgrade works and \$73,185 for IRG project).*

**Moved-** (Ewen/Mora)-Carried.

**Finance Report:**

A. Pendergrast presented the financial report, noting that it was spread across three different reports which could be confusing for the committee. He proposed that in future, all financial information would be consolidated onto one page for clarity.

The report covered the maintenance reserve financial statements and the loan reserve/repayments. A. Pendergrast explained that the opening balances for 2022-2023 should be considered together. He highlighted that rates income would be shown, followed by outgoings which include both maintenance costs and principal and interest repayments.

The overall reserve balance at the end of 2022-2023 was reported as \$708,000. A. Pendergrast drew attention to a prudent reserve distribution listed on page 10, noting these would be outgoing from the reserve that have been accounted for.

There was some discussion about repayments to rating districts that had been amalgamated. A. Pendergrast was unsure of the exact process for this, whether it would be cash payments or rates credits. P. Birchfield suggested it was a mix of both. D. Lew clarified that this would ultimately be a decision for the West Coast Regional Council to make at their table.

The committee discussed the need for clear direction on handling these repayments. T. Hopkins was tasked with preparing a short paper outlining the options for the council to consider regarding the placement of this money.

The committee noted the importance of having up-to-date financial information for decision-making purposes. Cr B. Cummings expressed concern that the financials presented were a year out of date, making it difficult to make informed decisions.

It was noted that WCRC was reporting on last year's statements as this was a meeting that should have been held last year.

**Moved-** (Ewen/Haddock)-to accept the finance report

*Carried.*

**Item 7.1 Impairment, Condition Assessment, Level of Service:**

Greymouth Rating District Joint Committee-Public Unconfirmed 23<sup>rd</sup> July 2024

D. Lew provided an explanation of the auditor requirements for level of service documentation for flood protection assets. He noted that the Auditors have issued clear instructions, particularly for regional councils, following recent flood events like Cyclone Gabrielle. The focus is on clarifying accounting rules around impairment for all regional councils.

D. Lew explained that every flood scheme should have a well-documented level of service agreed with the community and included in the asset management plan. If that level of service is not being met, councils must either lower the level of service with community agreement or potentially depreciate the assets. He noted that most regional councils, including West Coast Regional Council, are not currently depreciating earth and rock flood banks, as they maintain them to the agreed level of service through the maintenance rate on schemes.

The committee discussed the potential need to depreciate assets if they are not maintained to agreed standards. D. Lew emphasised that if the auditor finds assets are not meeting the documented level of service, and no agreement has been reached with the community to lower standards, the council would be required to depreciate those assets. This depreciation would become a cost on the scheme.

Regarding the Grey flood protection scheme, Cr Cummings noted that it is in a better position than many other schemes, particularly those south of Hokitika. He explained that bed levels in the Grey River are not changing significantly, maintaining channel capacity. This contrasts with rivers to the south, where rising bed levels are compromising channel capacity and flood containment ability.

The committee discussed funding for bringing all flood protection to the design standard. D. Lew mentioned that while government funding has been secured for the next stages of upgrading earth banks to match concrete wall standards, the funding does not cover all areas. He noted that additional funding of approximately \$1.12 million would be required to complete works on stages 2, 4, and 5 of the upgrade projects.

The committee considered options for addressing areas not covered by current funding. D. Lew explained that if additional government funding is not secured, and the scheme does not want to expend its own funds, the committee would need to formally document a lower design standard for those sections in the asset management plan. This approach would avoid the need for depreciation.

The discussion concluded with an acknowledgment that the Grey flood protection scheme is generally in a good position regarding its level of service, with the main

focus being on completing the freeboard upgrade for remaining sections to meet the full design standard.

**Moved** Gibson/Mora) that the Committee receives the Impairment report.

*Carried.*

**Item 7.2 Update on Kānoa Funded Greymouth Flood Protection Scheme Project**

The committee received an update on the Kānoa funded Greymouth Flood Protection Scheme project. It was reported that five stages were initially proposed for the project, but due to budget constraints, only stages one and three are currently progressing. Stages two, four, and five remain unfunded at present.

The existing budget of approximately \$2.6 million is unlikely to cover all the proposed work for the three stages currently underway. The project is forecasting a cost at completion that is around \$180,000 under the available budget. There are plans to use this potential surplus to address low points in stages two, four, and five, depending on the outcome of the application for the next tranche of funding.

It was noted that approximately \$1.12 million is required to complete the physical works on stages two, four, and five. The design work for these stages has been completed.

Work is currently underway on stage three, with approximately 40% completion. However, progress has been disrupted by the discovery of an unidentified waterpipe, which has since been resolved, and the presence of coal tar in the vicinity of Anzac Park. The strategy being considered for the coal tar is encapsulation, as a suitable local disposal site could not be identified.

The contractor is planned to re-establish on site at stage one and commence work there next week while the issues at stage three are being resolved.

The committee discussed the potential for future funding, with the possibility of a 60% central government and 40% local share arrangement under the current understanding of the Before Deluge Two funding. However, confirmation of the government's offer and the exact percentages is still pending.

The committee viewed a map showing the different stages of the project, which helped clarify the areas under discussion. It was noted that some parts of the project, such as the area by the lagoon near the wharf, have already been completed in cooperation with other local projects like the cycle way.

The discovery of coal tar at the site led to a discussion about its disposal. It was explained that the Taylorville Resource Park is not permitted under their consent

conditions to accept coal tar. The decision to encapsulate the coal tar in situ was seen as a practical solution, given the industrial history of the area and the nature of the flood protection works being undertaken.

**Moved** *Gibson/Mora*) that the Committee receives the IRG report.

### **Item 7.3 Cobden NBS**

The committee received a report on the Cobden Nature Based Solutions (NBS) project. T. Hopkins provided an update on the project's progress, noting that a hydraulic model has been built to assess various rainfall durations, current intervals, and varying tidal river flows and conditions. Four potential pond configurations are being modelled for one, five, and ten-year scenarios.

Preliminary reports have been completed, including a geotechnical report, planning scoping report, and a preliminary site investigation report. These reports are currently under review. A potential contaminant has been identified in the corner of the middle basin, but it appears to be from an old house or similar structure.

One benefit of the project is that it covered the cost of test pits in the lower basin near the dog park, which had been approved at the previous joint committee meeting. This eliminated the need for separate funding for this work.

The committee discussed the purpose of the study, which is to prove the concept design, conduct investigations, and demonstrate that the concept has merit. It was clarified that the funding from the Ministry for the Environment is intended for the study and not for construction or implementation of the project.

The potential benefits of the project were highlighted, including mitigating flooding in the lower Cobden area by implementing retention ponds and slowing water flow. This is expected to provide some relief to lower Cobden residents.

The committee discussed the formation of a project working group from the Grey District Council (GDC). It was suggested that someone with relevant expertise would be beneficial for the next stage of the project.

The report was received by the committee, with Councillor Gibson moving to accept it and Councillor Mora seconding the motion.

**Moved** *(Gibson/Mora)* that the Committee receives the Cobden NBS Report.  
*Carried.*

### **Item 7.4 Blaketown Emergency works**



T. Hopkins presented a report on emergency works carried out in Blaketown due to the discovery of several sinkholes. The sinkholes were found in close proximity to the Blaketown club rooms, prompting swift action from the council. Contractors were quickly engaged to excavate the areas to investigate the cause of the sinkholes.

Despite the excavation work, the exact reason for the sinkholes' appearance remains unclear. T. Hopkins noted that their emergence was unusual, as there had been no recent flooding events in the area. He reported that the sinkholes have since been repaired and are now subject to regular monitoring.

The committee was informed that the cost of the emergency works amounted to \$9,525. T. Hopkins clarified that an additional figure mentioned in the report actually pertained to a separate rock top-up project carried out in the subsequent financial year, which would be reported on at the next meeting.

In response to a question from a committee member, T. Hopkins confirmed that ongoing monitoring of the affected areas would continue. This proactive approach aims to identify and address any potential recurrence of sinkholes in the future.

The committee received the report on the Blaketown emergency works, acknowledging the swift response to the situation and the measures taken to ensure public safety.

**Moved-** *(Haddock/Ewen)-to receive the Blaketown Emergency Works Report Carried.*

#### **Item 8. General Business:**

The committee was informed that the Greymouth floodwall project is still being managed by Inovo, who were contracted for these works some time ago. However, for future projects, the council is endeavoring to have an in-house team to manage all projects. It was noted that the council now has a full complement of in-house engineers, similar to the old catchment board period, forming a capable team. This in-house approach will be used for many projects going forward.

The discussion then turned to setting a date for the next meeting. It was suggested that the committee consider meeting in October or November, aligning with the schedule for other rating district meetings being held during that period. The chairman noted that many rating district meetings were being caught up from previous years, with the next ones scheduled for October and November.

The chairman suggested that a meeting in October or November would be timely, considering the ongoing project and the potential for additional government funding. It was also noted that this timing would allow for updates on the Cobden situation.

There was a brief discussion about the need for the joint committee to have input into the annual plan process. It was suggested that the meeting timing should allow for this input, though October might be too early for that purpose.

The chairman concluded by stating that they would attempt to set a date around October or November that fits with the schedules of both councils' CEOs. This timing would allow for more up-to-date information on ongoing projects and financial matters.

The meeting was then closed, with the chairman thanking everyone for their attendance and contributions.

### **Actions**

Follow-up required from the two CEOs regarding a previous request for an extra meeting within a month.

Review of the Greymouth Floodwalls Joint Agreement-T. Hopkins to finalise minor amendments after further staff review at Grey District Council. Once the draft is ready, it should be circulated promptly for review by committee members.

A. Pendergrast proposed consolidating financial information onto one page for clarity in future reports.

T. Hopkins to prepare a short paper outlining options for handling repayments to amalgamated rating districts.

# MAWHERA QUAY IRG UPDATE

PROJECT	Greymouth Stages 1 & 3	DATE	4/2/25
SUBJECT	Joint Committee Update		
ISSUED BY	Scott Hoare	WCRC IRG Programme Manager	
ISSUED TO	Tom Hopkins	West Coast Regional Council	
FILE / REF No.	15408		

## INTRODUCTION

The purpose of this report is to provide an update and overview of the Greymouth Flood Protection Scheme Upgrade, part of the Infrastructure Resilience Group (IRG) programme.

## PROJECT OVERVIEW

- Project start was delayed due to resolving disparities between the design and existing resource consent conditions to raise the stopbanks.
- The upgrade works were tendered in September/ October 2023 to four contractors. On completion of the tender analysis all four prices received were over the initial project construction budget. A value management exercise was undertaken in parallel with exploring areas for reduction in scope. A recommendation was put forward in December 2023 to WCRC to proceed the construction of the full scope of Stage 1 & 3.
- There is insufficient funding to complete all the remaining stages 2,4 & 5. These stages will require additional funding to complete.
- Work to stages 1 and 3 is now substantially complete apart from:
  - Resolving scope and completing the section through the Westland Mineral Sands Site on Gresson Street.
  - The relocation of Power Poles in Stage 3 by Electronet.
- The forecast cost at completion of stages 1 and 3, including design for all five stages, is within the project budget of \$2,605,822

Next Steps include:

- Close out requirements with WMS and obtain agreement for additional works including if necessary undertake preparing revised designs and obtain consents.
- Confirm pricing with the Contractor and undertake work on behalf of WMS.

Regards



**Scott Hoare**

WCRC IRG Programme Manager

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**Report 7.2            Regional Infrastructure Fund Flood Resilience Projects  
Tranche 2, Greymouth Stages 2/4/5 Flood Protection  
Upgrade Proposal**

**Author**                Freya Love, Chief Advisor  
**Authoriser**         Darryl Lew, Chief Executive  
**Public**                No  
**Excluded**

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### **Report Purpose**

The purpose of this report is to present the proposal for the Tranche 2 Greymouth Flood Protection Upgrade, focusing on stages 2, 4, and 5. This is a continuation of the work initiated under the PGF Shovel Ready Projects, aiming to mitigate flood risks and enhance the level of flood protection for the Greymouth township, including Blaketown and Cobden.

### **Report Summary**

1. **Action Required:** Approval to proceed with Tranche 2 flood protection upgrades for Greymouth.
2. **Objective:** To reduce flood risk and protect critical assets, employment, and business continuity.
3. **Risk Consideration:** Delay in funding or approvals may lead to cost fluctuations and increased exposure to flood risks.
4. **Next Steps:** Commence construction as soon as funding is secured, with a six-month timeline for completion.

### **Recommendations**

***It is recommended that Council/the Committee resolve to:***

1. Receive the report.
2. Endorse the initiation of the Tranche 2 Flood Protection Upgrade Project for Stages 2, 4, and 5.

## Issues and Discussion

### Background

The proposed upgrades build on the success of the PGF Shovel Ready Projects, which initiated significant flood protection measures for the Greymouth area. This proposal aims to enhance existing infrastructure by raising remaining sections of the stopbank and replacing outdated stoplogs at key locations such as Preston's Road Bridge and Raleigh Street rail crossing.

There may be an opportunity via the Before the Deluge Tranche 2 Flood Resilience Projects Regional Investment Fund (RIF), for the Rating District to access 60% central government/40% local share co-funding of capital works to improve community resilience. However, there is no guarantee that the government funding will be a grant and may be fully repayable low interest loan. If this is the case, it's unlikely to be on terms better than the council can borrow at.

As it is too late to consult on this work as part of the current annual plan process, council will engage in a special consultation process with the community and the Greymouth Joint Rating District Committee.

### Current situation

Design, consenting, and procurement processes for Stages 2, 4 & 5 were completed as part of the PGF Shovel Ready Projects initiative, ensuring that the proposed project is ready to commence immediately upon approval of funding from the RIF. The upgrades will address residual flood risks identified through PARA modelling and ensure compliance with updated regional policy statements on natural hazards.

### Options Analysis

1. **Proceed with Tranche 2 Upgrades:** This option ensures improved flood resilience, protecting \$1.56 billion in current assets at market value.
2. **Do Nothing:** Failing to act will leave significant assets and the community at risk of severe flood damage.

### Costs and Benefits

- **Cost:** Estimated at \$4m, inclusive of engineering, project management, construction, and stoplogs replacement. The total cost would consist of \$2.4m government funding and \$1.6m local share. Raising a loan for local share will need final approval by West Coast Regional Council, contingent on central government proceeding with a formal offer of a subsidy of 60%.
- **Benefit:** Enhanced flood protection for Greymouth's central business district, safeguarding employment, businesses, and community wellbeing.

## Considerations

### Implications/Risks

Delay in securing funding could result in cost increases and prolonged exposure to flood risks.

### Significance and Engagement Policy Assessment

This proposal constitutes a service level increase and therefore the project triggers WCRC's significance and engagement policy, given its potential financial impact on the community, and it is not fully funded in the current Long-Term Plan (LTP).

### Financial Implications

- **Current Budget:** Total project cost is estimated to be \$4m, \$2.4 government co-funding and \$1.6m local share will need final approval by West Coast Regional Council
- **Future Implications:** Maintenance of the current scheme is provisioned under the existing Greymouth Rating District. We will provide full estimates of the loan and maintenance costs as part of the special consultation process.

### Legal implications

The project complies with existing consents, and there are no anticipated legal risks associated with its implementation.

### Attachments

**Report 7.3      Saltwater Creek Flood Mitigation**

**Author**                      Paulette Birchfield, Area Engineer

**Authorizer**                Darryl Lew, Chief Executive

**Public**                      No

**Excluded**

**Report Purpose**

There is an ongoing history of flooding at Paroa due to a range of flooding mechanisms related to the back-up of flood waters from New River and Saltwater Creek. The purpose of this report is to gain support to investigate what, if any, flood risk mitigation measures are appropriate.

**Report Summary**

Flooding in Paroa has been a persistent problem due to coastal sediment dynamics affecting river mouth locations as well as notable flood events in 1978, 2010, and 2024 impacting local properties and infrastructure. The current management strategy involves clearing river outlets when specific trigger points are reached. However, this approach is limited during active flooding when outlets are already open.

The existing strategy is not sufficient to manage major flood events. Council staff propose engaging Land River Sea Consulting Ltd to review historical data, existing management strategies, and potential mitigation options, including stormwater storage and nature-based solutions.

The estimated cost of this work is \$15,000–\$20,000, with funding recommended from the Greymouth Rating District reserve.

## Recommendations

***It is recommended that Council/the Committee resolve to:***

1. *Receive the report.*
2. *Approve funding to investigate potential flood mitigation measures, and report on recommended options.*

## Issues and Discussion

### Background

Flooding in the Saltwater Creek area is a recurring issue, primarily caused by the backing up of water due to flooding in New River, inputs from overland flow, and high tide levels. Historical reports indicate that changes in river mouth location, influenced by coastal sediment dynamics, exacerbate the problem. Major flood events, including those in 1978, 2010, and 2024 have highlighted the vulnerabilities of local properties and infrastructure.

Following an intense rainfall event in 2010 the West Coast Regional Council consulted with the community on a new rating district for New River/Saltwater Creek and provided five options for managing flood risk. The result of the public consultation was that the new rating district would be established to enable work to periodically clear the outlet of Saltwater Creek and New River at its current location.

### Current situation

The current management strategy, as agreed by the New River Rating District (now combined with Greymouth Rating District), is that when the combined river mouths are blocked and back-up of flood waters reach the trigger point noted in permitted activity rule 9.5.3.1A of the West Coast Regional Coastal Plan, the West Coast Regional Council may reopen the outlet. This occurs on average every few years, usually when there is a lack of flood flows to sustain the opening against wave-driven sand deposition.

In the situation where New River and Saltwater Creek are in flood, often with contribution from the catchment east of the highway, the storage capacity of the Saltwater Creek lagoon is overwhelmed, and extensive flooding can



occur. If flooding is occurring and the river mouth is open to the sea, the ability to reopen the river mouth under 9.5.3.1A is therefore not available.

Council staff consider that a review of the current management strategy is warranted, and recommend that Land River Sea Consulting Ltd be engaged to provide a report on potential options for flood mitigation and/or alleviation of flood impacts at Saltwater Creek.

The scope of the report is likely to include:

*Review of historical reports*

*Review of existing data*

*Review of options presented in 2011*

*Evaluation of stormwater storage capacity*

*Assessment of suitability for nature-based-solutions*

*Creation of a hydraulic model to test options*

### **Costs and Benefits**

- **Estimated cost:** \$15,000–\$20,000
- **Benefits:** Reduced flood damage, improved community safety, and long-term flood resilience.

### **Considerations**

### **Implications/Risks**

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

### **Financial implications**

*Current budget*

- **Current budget:** Requires approval to use Greymouth Rating District reserve funding.
- **Future implications:** Potential savings from reduced flood-related damages.

### **Legal implications**

Compliance with resource consent requirements and environmental regulations.

### **Attachments**

Attachment 1: Saltwater Creek Opinion Survey 2011

Attachment 2: Photos - New River/Saltwater Creek mouth

**Attachment 1: Saltwater Creek Opinion Survey 2011**

6 October 2011

«Name»  
«Address\_1»  
«Address\_2»  
«Address\_3»

Enquiries to: Michael Meehan

Dear Sir/Madam

### **Opinion Survey on Proposed new Saltwater Creek/New River Rating District**

In December 2010 an intense rainfall event caused Saltwater Creek and New River to flood properties on the western side of the State Highway and forced the closure of the State Highway.

The Grey District Council urgently undertook emergency works to open a new mouth of Saltwater Creek and New River approximately 1.5 km south of the hotel and constructed a bund at this new outlet to prevent the New River re-entering its old channel.

We now need your feedback, before Council decides on future options for managing flood risk in this catchment.

#### What are the options?

Council has suggested five options and we would like your thoughts on which of the options you think is best. Each of the options carries a different cost and level of protection.

#### Return of forms

Please tick one of the options on the survey form on the next page, and return that page in the postage paid envelope provided by **21 October 2011**. The results of this opinion survey will be reported to the 7 November 2011 Council meeting.

Also, please find enclosed some background information:

1. An outline of the suggested works with estimated total costs; plus a table showing the estimated cost for your property;
2. A map of the proposed rating district boundary with A and B classifications based on a beneficiary and exacerbator assessment; and
3. Background information on how West Coast Regional Council rating districts work.

If you wish to discuss any aspect of the proposed Rating District, or require further information, please call me on 769 9093.

Yours faithfully



Michael Meehan  
**Planning and Environment Manager**

## Opinion Survey on Saltwater Creek / New River Proposed Rating District

*Please return this page in the envelope provided*

«Name»

«RID ID», «Class A»

«Address 1», «Address 2», «Address 3»,

Options	Please tick one box only
<b>1.</b> Periodically clear the outlet of Saltwater Creek and New River at its current location.	
<b>2.</b> Periodically clear the outlet of Saltwater Creek and New River at its current location and maintain the bund at the mouth.	
<b>3.</b> Periodically clear the outlet of Saltwater Creek and New River at its current location, and construct a new flood wall to protect the hotel, school and other properties on the western side of the State Highway.  A cut similar to the Cobden cut would be investigated to allow water to escape the coastal drain, directly out to sea.	
<b>4.</b> Periodically clear the outlet and construct the new flood wall as in option 3 above, plus maintain the new bund at the current mouth  (this option combines options 2 and 3 above).	
<b>5.</b> Open a new mouth for New River directly opposite (due west) the New River State Highway Bridge at Camerons (subject to Resource Consent).	

**Please feel free to include any Additional Comments below:**

**Signature** \_\_\_\_\_

**Name** \_\_\_\_\_  
(Please Print Clearly)

**Note:** All replies must be returned to The West Coast Regional Council in the enclosed, postage paid envelope by **Friday 23 October 2011.**

**Background Information:**

**THE FIVE OPTIONS**

<b>Option</b>	<b>Description of works</b>	<b>Approximate cost</b>
1	Periodically clear the outlet of Saltwater Creek and New River at its current location.	\$5,000 a year depending on climatic conditions
2	Periodically clear the outlet of Saltwater Creek and New River at its current location and maintain the bund at the mouth.	\$5,000 a year; plus approximately \$50,000 to maintain the new bund at the mouth in the first year (reducing over time).
3	Periodically clear the outlet of Saltwater Creek and New River at its current location, and construct a new flood wall to protect the hotel, school and other properties on the western side of the State Highway.  A cut similar to the Cobden cut would be investigated to allow water to escape the coastal drain to sea.	\$5,000 a year; plus an estimated \$150,000 - \$200,000 for construction of new flood protection wall at hotel.
4	Periodically clear the outlet and construct the new flood wall as in option 3 above, plus maintain the new bund at the current mouth (this option combines options 2 and 3 above).	Estimated \$205,000 - \$255,000
5	Open a new mouth for the New River directly opposite (due west) of the New River State Highway Bridge at Camerons (Subject to Resource Consent approval).	Likely to cost about \$15,000 initially, then \$5,000 a year depending on climatic conditions.

**How much will this cost me?**

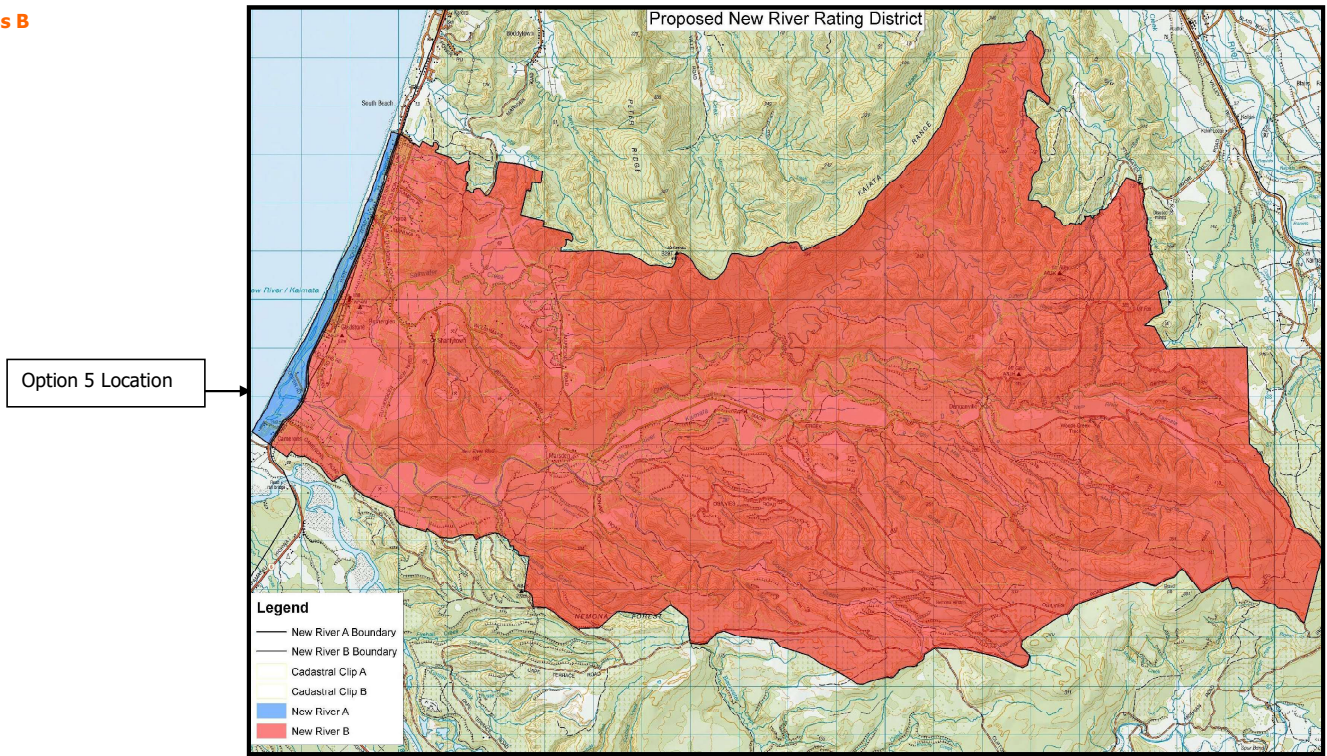
The table below indicates the estimated annual rating cost, per \$100,000 capital value of your property, for each option. This cost would be in addition to your existing rates. The Class A and B applies to the different areas shaded in red or blue on the enclosed map.

<b>Option</b>	<b>Class A properties – those shaded in blue on the attached map</b>	<b>Class B properties – those shaded in red on the attached map</b>
1	\$15.70	\$0.62
2	\$172.71	\$6.90
3	\$486.73 - 643.74	\$19.47 - 25.75
4	\$643.74 - 800.75	\$25.75 - 32.03
5	\$47.10	\$1.88

**CLASSIFICATION MAP: NEW RIVER PROPOSED RATING DISTRICT BASED ON CATCHMENT BOUNDARY**

**Class A**

**Class B**



**CLASS A PROPERTIES (BLUE) INCLUDE ALL THOSE WEST OF THE STATE HIGHWAY**

## HOW COUNCIL RATING DISTRICTS WORK

Special Rating Districts are set up to raise funds from a specific community, in order to provide a particular service to that community – in the case of the regional council this is normally to fund the construction and/or maintenance of flood or erosion protection works or land drainage schemes. The rating districts normally have an annual meeting and elect a spokesperson and a small committee to guide the management of the risks and the rating district assets.

### **Asset Management Plan**

- The Rating District agrees the level of protection that they want the assets to provide the community. This 'Service Level' is written into the Asset Management Plan. The assets are owned and managed by Council on behalf of the rating district community.

### **Annual Decisions on Rates**

- Every year Council recommend a rates strike that takes into account what the community is trying to achieve, the likely cost of maintenance, and what an annualised rate should be to reduce the risk of significant variability from year to year.
- The rating district normally discusses the Council recommendation at their annual meeting and either accepts it or amends it to something more affordable.
- If the Council considers the rating district's recommendation on rate setting to be unrealistic then it may make an alternative decision.

### **Annual Decisions on Works**

- Council's River Engineer undertakes an annual inspection of the assets in July usually accompanied by the rating district committee or spokesperson.
- A report is then prepared for the annual meeting outlining any works that need to be done.
- The report is discussed at the annual meeting and the rating district vote on whether to accept the 'works report' recommendation. Urgent work is sometime done following consultation with the spokesperson who discusses it with the rating district committee members.
- Letting contracts for works will always follow Council's Procurement Policy. There is some flexibility in engaging contractors in emergency situations but normally tender processes are used to secure the best possible price.

### **Recommendations to Council**

- Recommendations made at the rating district meetings are not binding on the Council, but are very seldom overturned by Council resolution.



**Attachment 2: New River/Saltwater Creek mouth**

Post breakout of the bar, late January 2025



**Report 7.4 Greymouth Flood Protection Scheme Asset Transfer**

**Author** Tom Hopkins, Capital Programme Manager

**Authorizer** Darryl Lew, Chief Executive

**Public** No

**Excluded**

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**Report Purpose**

To update the Joint Committee on the Greymouth Flood Protection Scheme asset transfer.

**Recommendations**

It is recommended that the committee resolve to:

1. *Receive the report.*
2. *Endorse West Coast Regional Council recommendations for ownership principles to be adopted and applied in completing a full inventory of Greymouth Floodwall assets and apportioning ownership to either West Coast Regional Council or Grey District Council ahead of the intended formal transfer of assets.*

**Issues and Discussion****Background**

The Greymouth Flood Protection Scheme was constructed following the 1988 floods as directed by the central government. The Grey County Council funded 10% of the project, with the remaining balance funded by the Government. The original designs for the floodwalls were prepared by the Westland Catchment Board. Prior to 1988, the Cobden works were partially constructed with funding from the local share contributed by the Grey Borough Council.

After completing the floodwalls, both Councils (now Grey District Council and West Coast Regional Council following the 1989 local government reform) were concerned that no maintenance or review of the works had been conducted since their construction. In 1993, Rob Daniel conducted a critical review of the Greymouth Flood Protection Scheme assets. The review concluded that the scheme would protect

Greymouth and Cobden against damage from Grey River floods similar in size to those in 1988, provided certain operating and maintenance procedures were implemented, such as monitoring flap gates, vegetation, and rock revetment.

To facilitate the maintenance of the scheme assets, the Greymouth Rating District was formed after extensive consultations. In 1994, a meeting between the Councils resulted in the constitution of a joint committee (the Greymouth Floodwalls Joint Committee). A memorandum of agreement dated 6 September 1994 outlined the details of the agreement between the two Councils regarding the membership of the Joint Committee and the ongoing maintenance of the floodwalls.

According to the agreement, GDC was responsible for all works and funding related to the ownership of the floodwalls, the land occupied by them, and stormwater management, including the operation and maintenance of the floodgates and pump stations. WCRC was responsible for the structural integrity of the floodwalls.

Although the structures were included in GDC's infrastructure asset register, WCRC rated the Greymouth Special Rating Area to fund surveys, structural maintenance work, and to build reserve funds for major damage.

In 2021, Grey District Council and West Coast Regional Council agreed to transfer ownership of the Greymouth Flood Protection Scheme assets to West Coast Regional Council.

### Current situation

The asset data supplied to WCRC from GDC's asset programme is incorrect, with assets included that were never installed, unrelated to flood protection, and missing assets. There is also no Annexure map to help identify the location of any assets. It should be noted that the incorrect asset data might have been supplied to GDC by WCRC/Westland Catchment Board.

Engineering staff from both Councils have held several meetings to identify the errors and ascertain which assets belong to the Greymouth Flood Protection Scheme for its function as flood protection. Assets related to stormwater management, maintenance of floodgates, and pump stations should remain with GDC. Further work is required to update the WCRC asset register with the missing flood protection-related assets and create an Annexure map detailing the location of the assets.

Draft Infrastructure Asset Lists for the Greymouth Rating District have been completed and are attached as Attachments 1, 2 and 3. These lists are not final but are intended as the starting point for verification of the assets associated with the floodwalls.

A June 2023 AON report on the valuation of West Coast Regional Council flood protection assets, 'Valuation of West Coast Regional Council Soil Erosion and Flood Protection Infrastructure Assets for Insurance Purposes,' has been used to update unit rates and costs.

### **Proposed general principles for assigning ownership**

West Coast Regional Council:

- All stop banks, floodwalls, associated rock protection and stop log structures
- Pump station housing that is an integral part of a stopbank or floodwall and its structural integrity. Note that this does not include the pumps themselves and associated infrastructure such as wells and pipework

Grey District Council:

- All stormwater infrastructure including pipes crossing under, through, or over stopbanks, floodwalls and stormwater pumping stations
- Pumps and associated infrastructure such as wells and pipework
- Amenity management, including grass mowing, gardening, beautification, and public access management

If the above principles are accepted, then the respective councils can complete asset inventory to the desired level of detail and update each council's asset registers ahead of the formal transfer of assets.

### **Attachments**

Attachment 1 - Original Greymouth Rating District Infrastructure Asset list

Attachment 2 - Draft asset list - WCRC

Attachment 3 - Draft asset list - GDC

**Attachment 1 - Original Greymouth Rating District Infrastructure Asset list**

Greymouth Rating District Infrastructural Assets

Cobden Stopbank					Notes
	Unit	Total Quantity	Unit Rate	Total Price	
Pipes	m	239.22	\$ 1,000.00	\$ 325,923.67	Long length of pipework here, to just be pipe extension under the wall? 13 floodgates on GDC records, two of which are at Pump station.
Floodgates		5	\$ 2,500.00	\$ 16,472.16	
Sumps		8	\$ 780.22	\$ 8,504.04	
<i>Total Price</i>				\$ 350,899.87	
Mawhera Quay					
	Unit	Total Quantity	Unit Rate	Total Price	
Pipes	m	3	\$ 1,362.44	\$ 4,087.33	
Floodgates		3	\$ 3,294.43	\$ 9,883.30	
<i>Total Price</i>				\$ 13,970.63	
Gresson Street to Preston Road					
	Unit	Total Quantity	Unit Rate	Total Price	
Pipes	m3	1	\$ 1,362.44	\$ 1,362.44	m3 units? How many pipe are there?
Floodgates		1	\$ 3,294.43	\$ 3,294.43	
Sumps		1	\$ 1,063.01	\$ 1,063.01	Multiple locations to be confirmed.
<i>Total Price</i>				\$ 5,719.88	
Preston Road to Raleigh Street					
	Unit	Total Quantity	Unit Rate	Total Price	
Pipes	m	10	\$ 13,624.00	\$ 13,624.43	4 pipes outlets GDC for pipe floodgates but WCRC for penstocks at Waterwalk Road outlet (x2 penstocks).
Floodgate		1	\$ 3,294.43	\$ 3,294.43	
<i>Total Price</i>				\$ 16,918.86	
Preston Road to Slipway					
	Unit	Total Quantity	Unit Rate	Total Price	
Pipes	m	4	\$ 1,362.44	\$ 5,449.77	
Floodgate		4	\$ 3,294.43	\$ 13,177.73	
<i>Total Price</i>				\$ 18,627.50	
Slipway to Fishermans Wharf					
	Unit	Total Quantity	Unit Rate	Total Price	
Pipe	m	3	\$ 1,362.44	\$ 4,087.33	
<i>Total Price</i>				\$ 4,087.33	
Fishermans to Tiphead Road					
	Unit	Total Quantity	Unit Rate	Total Price	
Pipe	m	1	\$ 1,362.44	\$ 1,362.44	
Floodgate		1	\$ 3,294.43	\$ 3,294.43	
Sumps		1	\$ 1,063.01	\$ 1,063.01	
<i>Total Price</i>				\$ 5,719.88	
Contract Variations					
	Unit	Total Quantity	Unit Rate	Total Price	
Manhole	LS	1	\$ 629.45	\$ 629.45	
Pipe	LS	16m	\$ 1,427.84	\$ 1,427.84	
45 Degree Bend	LS	1	\$ 1,555.91	\$ 1,555.91	
Between Bridges Culvert Extension	LS		\$ 2,252.12	\$ 2,252.12	
Cobden Stopbank Manholes	LS	1	\$ 7,883.10	\$ 7,883.10	
Between Bridges Concrete around manhole	LS		\$ 764.31	\$ 764.31	
Turumaha Street					
Additional Concrete to footpath	LS			\$ 3,261.49	
Mawhera Quay Wall Extension					
<i>Total Price</i>				\$ 17,774.22	

<b>Total Cost as at June 2023</b>	<b>\$</b>	<b>433,718.17</b>
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**Attachment 2 - Draft asset list - WCRC**

**Greymouth Rating District Infrastructural Assets**

<b>Cobden Stopbank</b>				
<b>Jun-14</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Stopbank Fill	m3	8886	\$44.10	\$391,872.60
Blanket	m3	1162	\$54.55	\$63,387.10
GAP 65	m3	675	\$49.89	\$33,675.75
Basecourse	m3	510	\$67.01	\$34,175.10
Chip Seal	m2	2100	\$15.00	\$31,500.00
Topsiiling & Grassing	LS	1	\$9,962.36	\$9,962.36
<i>Total Price</i>				<b>\$564,572.91</b>

<b>Cobden Stopbank</b>				
<b>Dec-06</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Fill Material	m3	53100	\$ 44.00	\$ 2,336,400.00
Clay Material	m3	4000	\$ 44.10	\$ 176,400.00
Rock Riprap	T	350	\$ 81.00	\$ 28,350.00
Rock Rubble	T	130	\$ 52.00	\$ 6,760.00
Concrete	m3	36.6	\$ 250.00	\$ 12,057.62
Topcourse	m3	528	\$ 67.01	\$ 35,381.28
Top Soil	m3	1202	\$ 24.01	\$ 28,860.02
Steel	T	0.2	\$ 3,000.00	\$ 790.66
Basecourse	m3	1758	\$ 67.01	\$ 117,803.58
Drainage Ducts	m	515	\$ 100.00	\$ 70,165.83
<i>Total Price</i>				<b>\$2,812,968.99</b>

<b>Mawhera Quay</b>				
<b>Jun-10</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Floodwall concrete Panels	ea	127	\$2,327.64	\$295,611.33
Concrete Footings	m	748	\$200.30	\$149,825.52
Johnston Street Floodwall	LS	1	\$9,747.57	\$9,747.57
Stopbank Fill	m3	180	\$44.10	\$7,938.00
Blanket	m3	364	\$49.89	\$18,159.96
Riprap	T	380	\$81.00	\$30,780.00
Access Ramp	m3	170	\$21.29	\$3,619.30
<i>Total Price</i>				<b>\$515,681.68</b>

<b>Mawhera Quay</b>				
<b>Dec-06</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Fill Material	m3	18347	\$ 44.10	\$ 809,102.70
Clay Material	m3	39156	\$ 44.10	\$ 1,726,779.60
Rock Riprap	T	37329.5	\$ 81.00	\$ 3,023,689.50
Rock Rubble	T	2199	\$ 52.00	\$ 114,348.00
Concrete	m3	597.5	\$ 329.44	\$ 196,842.34
Topcourse	m3	600	\$ 67.01	\$ 40,206.00
Top Soil	m3	340	\$ 24.10	\$ 8,194.00
Basecourse	m3	576	\$ 67.01	\$ 38,597.76
Concrete Panels		408	\$ 1,500.00	\$ 806,477.06
Drainage Ducts	m	120	\$ 100.00	\$ 16,349.32
Filter Material	m3	523	\$ 24.10	\$ 12,604.30
<i>Total Price</i>				<b>\$6,793,190.58</b>

<b>Johnston Street to Gresson Street</b>				
<b>Dec-06</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Fill Material	m3	4880	\$44.10	\$ 215,208.00
Clay Material	m3	3700	\$44.10	\$ 163,170.00
Rock Riprap	T	1396	\$81.00	\$ 113,076.00
Topcourse	m3	160	\$67.01	\$ 10,721.60
Top Soil	m3	90	\$24.10	\$ 2,169.00
<i>Total Price</i>				<b>\$504,344.60</b>

<b>Goods Shed to Gresson Street</b>				
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<b>Jun-10</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Stopbank Fill	m3	1970	\$44.10	\$ 86,877.00
Blanket	m3	280	\$49.89	\$ 13,969.20
Ramp	m3	135	\$21.29	\$ 2,874.15
<i>Total Price</i>				<b>\$103,720.35</b>

<b>Gresson Street to Preston Road</b>				
<b>Dec-06</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Filter Material	m3	9490	\$44.10	\$ 418,509.00
Rock rubble	T	91	\$52.00	\$ 4,732.00
Top Course	m3	1000	\$67.01	\$ 67,010.00
Top Soil	m3	550	\$24.10	\$ 13,255.00
Basecourse	m3	1250	\$67.01	\$ 83,762.50
Clay Material	m3	1600	\$44.10	\$ 70,560.00
<i>Total Price</i>				<b>\$657,828.50</b>

<b>Gilbert Street to Preston Road</b>				
<b>Jun-10</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Stopbank Fill	m3	65	\$44.10	\$ 2,866.50
AP40	m3	140	\$67.01	\$ 9,381.40
Topsoiling & Grassing	LS	1	\$2,055.73	\$ 2,055.73
<i>Total Price</i>				<b>\$14,303.63</b>

<b>Preston Road to Raleigh Street</b>				
<b>Jun-10</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Stopbank Fill	m3	565	\$44.10	\$ 24,916.50
AP40	m3	245	\$67.01	\$ 16,417.45
Topsoiling & Grassing	LS	1	\$2,549.89	\$ 2,549.89
<i>Total Price</i>				<b>\$43,883.84</b>

<b>Preston Road to Raleigh Street</b>				
<b>Dec-06</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Fill Material	m3	15500	\$44.10	\$ 683,550.00
Clay Material	m3	2556	\$44.10	\$ 112,719.60
Rock Riprap	T	306	\$81.00	\$ 24,786.00
Rock Rubble	T	748	\$52.00	\$ 38,896.00
Topcourse	m3	521	\$67.01	\$ 34,912.21
Top Soil	m3	1134	\$24.10	\$ 27,329.40
Floodgate		1	\$3,294.43	\$ 3,294.43
Basecourse	m3	156	\$67.01	\$ 10,453.56
<i>Total Price</i>				<b>\$935,941.20</b>

<b>Preston Road to Turumaha Street</b>				
<b>Jun-10</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Stopbank Fill	m3	526	\$44.10	\$ 23,196.60
Floodwall at Tarry Creek		1	\$3,088.86	\$ 3,088.86
AP40	m3	130	\$67.01	\$ 8,711.30
Topsoiling & Grassing	LS	1	\$6,542.75	\$ 6,542.75
<i>Total Price</i>				<b>\$41,539.51</b>

<b>Preston Road to Anzac Park</b>				
<b>Dec-06</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Fill Material	m3	10509	\$44.10	\$ 463,446.90
Clay Material	m3	8555	\$44.10	\$ 377,275.50
Top Course	m3	300	\$67.01	\$ 20,103.00
Top Soil	m3	700	\$24.10	\$ 16,870.00
Pipes (Tarry Creek outlet)	m			

Basecourse	m3	100	\$67.01	\$ 6,701.00
			<i>Total Price</i>	<b>\$884,396.40</b>

**Preston Road to South Tip**

<b>Jun-10</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Stopbank Fill	m3	260	\$44.10	\$ 11,466.00
Blanket	m3	460	\$49.89	\$ 22,949.40
Riprap	T	2831	\$81.00	\$ 229,311.00
Floodwall Panels		142	\$2,213.86	\$ 314,367.92
Concrete Footings	m3	821	\$180.82	\$ 148,457.17
Access Steps	ea	3	\$8,647.23	\$ 25,941.68
Connections	ea	3	\$2,970.26	\$ 8,910.78
Floodwall Barrier Sidewalls	ea	2	\$5,257.92	\$ 10,515.83
Basecourse & Surface Restoration	m3	170	\$109.38	\$ 18,594.60
Chip Seal	m3	2000	\$19.77	\$ 39,533.19
Topsiiling & Grassing	LS	1	\$1,034.45	\$ 1,034.45
			<i>Total Price</i>	<b>\$831,082.02</b>

**Preston Road to Slipway**

<b>Dec-06</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Fill Material	m3	44085	\$44.10	\$ 1,944,148.50
Clay Material	m3	3506	\$44.10	\$ 154,614.60
Topcourse	m3	271	\$67.01	\$ 18,159.71
Top Soil	m3	271	\$24.10	\$ 6,531.10
			<i>Total Price</i>	<b>\$2,123,453.91</b>

**Slipway to Fishermans Wharf**

<b>Dec-06</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Fill Material	m3	6563	\$44.10	\$ 289,428.30
Rock Riprap	T	3183	\$81.00	\$ 257,823.00
Basecourse	m3	470	\$67.01	\$ 31,494.70
			<i>Total Price</i>	<b>\$578,746.00</b>

**Fishermans Wharf**

<b>Dec-06</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Fill Material	m3	2000	\$ 44.10	\$ 88,200.00
Clay Material	m3	850	\$ 44.10	\$ 37,485.00
Rock Riprap	T	300	\$ 81.00	\$ 24,300.00
Topcourse	m3	150	\$ 67.01	\$ 10,051.50
Top Soil	m3	275	\$ 24.10	\$ 6,627.50
			<i>Total Price</i>	<b>\$166,664.00</b>

**Fishermans to Tiphead Road**

<b>Dec-06</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Fill Material	m3	5000	\$ 44.10	\$ 220,500.00
Clay Material	m3	1019	\$ 44.10	\$ 44,937.90
Rock Riprap	T	1200	\$ 81.00	\$ 97,200.00
Topcourse	m3	360	\$ 67.01	\$ 24,123.60
Top Soil	m3	642	\$ 24.10	\$ 15,472.20
Base Course	m3	360	\$ 67.01	\$ 24,123.60
			<i>Total Price</i>	<b>\$426,357.30</b>

**Floodgate Upgrades - Waterwalk Road & Tarry Creek**

<b>Jun-10</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Headwall for Penstocks	ea	2	\$ 8,519.40	\$ 17,038.80
Penstocks	ea	4	\$ 15,241.36	\$ 60,965.45
			<i>Total Price</i>	<b>\$78,004.25</b>

<b>Turumaha Street Bridge Floodwall</b>				
<b>Jun-10</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Footpath/Wall Panels	m	34	\$ 1,461.41	\$ 49,687.95
Handrail	LS	1	\$ 7,407.20	\$ 7,407.20
Floodwall Panels	ea	15	\$ 3,525.57	\$ 52,883.55
<i>Total Price</i>				\$ 109,978.70

<b>Contract Variations</b>				
<b>Jun-10</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Range Creek Culvert	LS	1	\$257,593.06	\$ 257,593.06
Range Creek - Penstocks	LS	1	\$83,426.83	\$ 83,426.83
Handrail Panels - Southtip	ea	3	\$1,220.26	\$ 3,660.77
Floodgate to Penstocks - Range Creek	LS	1	\$14,297.48	\$ 14,297.48
Floodgate to Penstocks - Tarry Creek	ea	2	\$13,113.52	\$ 26,227.03
Range Creek Rock to Headwalls	T	451	\$81.00	\$ 36,531.00
Between Bridges AP40	m3	150	\$67.01	\$ 10,051.50
Mawhera Quay AP40	m3	357	\$67.01	\$ 23,922.57
Goodshed	LS	1	\$4,013.94	\$ 4,013.94
Between Bridges Rail line	LS	1	\$7,528.44	\$ 7,528.44
Range Creek Handrails	ea	2	\$3,153.43	\$ 6,306.86
Tarry Creek/Waterwalk Road Handrails	ea	2	\$3,945.41	\$ 7,890.82
Mawhera Quay AP65	m	730	\$54.96	\$ 40,120.80
<b>Turumaha Street</b>				
Low Perm Material	m3	20	\$40.87	\$ 817.40
<b>Mawhera Quay Wall Extension</b>				
Floodwall Panels	ea	31	\$1,766.00	\$ 72,142.80
Blanket	m3	92	\$49.89	\$ 4,589.88
Riprap	T	90	\$81.00	\$ 7,290.00
Foundation Joints	LS			\$ 2,681.67
Footings	LS			\$ 6,740.41
Rock to signal box area	T	90	\$81.00	\$ 7,290.00
AP65 to cover panels	m	179	\$54.96	\$ 9,837.84
<i>Total Price</i>				\$ 632,961.10

<b>Tarry Creek Overflow Weir</b>				
<b>Dec-06</b>				
	<b>Unit</b>	<b>Total Quantity</b>	<b>Unit Rate</b>	<b>Total Price</b>
Concrete	m3	7.2	\$ 329.44	\$ 2,371.99
<i>Total Price</i>				\$ 2,371.99

<b>Total Floodwall Cost as at June 2023</b>	<b>\$</b>	<b>18,821,991.46</b>
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**Attachment 3 - Draft asset list - GDC**

Greymouth Rating District Infrastructural Assets

Cobden Stopbank					Notes
	Unit	Total Quantity	Unit Rate	Total Price	
Pipes	m	239.22	\$ 1,000.00	\$ 325,923.67	Long length of pipework here, to just be pipe extension under the wall? 13 floodgates on GDC records, two of which are at Pump station.
Floodgates		5	\$ 2,500.00	\$ 16,472.16	
Sumps		8	\$ 780.22	\$ 8,504.04	
<i>Total Price</i>				\$ 350,899.87	
Mawhera Quay					
	Unit	Total Quantity	Unit Rate	Total Price	
Pipes	m	3	\$ 1,362.44	\$ 4,087.33	
Floodgates		3	\$ 3,294.43	\$ 9,883.30	
<i>Total Price</i>				\$ 13,970.63	
Gresson Street to Preston Road					
	Unit	Total Quantity	Unit Rate	Total Price	
Pipes	m3	1	\$ 1,362.44	\$ 1,362.44	m3 units? How many pipe are there?
Floodgates		1	\$ 3,294.43	\$ 3,294.43	
Sumps		1	\$ 1,063.01	\$ 1,063.01	Multiple locations to be confirmed.
<i>Total Price</i>				\$ 5,719.88	
Preston Road to Raleigh Street					
	Unit	Total Quantity	Unit Rate	Total Price	
Pipes	m	10	\$ 13,624.00	\$ 136,240.00	4 pipes outlets GDC for pipe floodgates but WCRC for penstocks at Waterwalk Road outlet (x2 penstocks).
Floodgate		1	\$ 3,294.43	\$ 3,294.43	
<i>Total Price</i>				\$ 16,918.86	
Preston Road to Slipway					
	Unit	Total Quantity	Unit Rate	Total Price	
Pipes	m	4	\$ 1,362.44	\$ 5,449.77	
Floodgate		4	\$ 3,294.43	\$ 13,177.73	
<i>Total Price</i>				\$ 18,627.50	
Slipway to Fishermans Wharf					
	Unit	Total Quantity	Unit Rate	Total Price	
Pipe	m	3	\$ 1,362.44	\$ 4,087.33	
<i>Total Price</i>				\$ 4,087.33	
Fishermans to Tiphead Road					
	Unit	Total Quantity	Unit Rate	Total Price	
Pipe	m	1	\$ 1,362.44	\$ 1,362.44	
Floodgate		1	\$ 3,294.43	\$ 3,294.43	
Sumps		1	\$ 1,063.01	\$ 1,063.01	
<i>Total Price</i>				\$ 5,719.88	
Contract Variations					
	Unit	Total Quantity	Unit Rate	Total Price	
Manhole	LS	1	\$ 629.45	\$ 629.45	
Pipe	LS	16m	\$ 1,427.84	\$ 1,427.84	
45 Degree Bend	LS	1	\$ 1,555.91	\$ 1,555.91	
Between Bridges Culvert Extension	LS		\$ 2,252.12	\$ 2,252.12	
Cobden Stopbank Manholes	LS	1	\$ 7,883.10	\$ 7,883.10	
Between Bridges Concrete around manhole	LS		\$ 764.31	\$ 764.31	
Turumaha Street					
Additional Concrete to footpath	LS			\$ 3,261.49	
Mawhera Quay Wall Extension					
<i>Total Price</i>				\$ 17,774.22	

<b>Total Cost as at June 2023</b>	<b>\$</b>	<b>433,718.17</b>
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**Report 7.6      Cobden Sea Wall & Range Creek Project Report**

**Author**            Tom Hopkins, Capital Programme Manager

**Authorizer**       Darryl Lew, Chief Executive

**Public**             No

**Excluded**

**Report Purpose**

The purpose of this report is to advise the Committee on matters related to the proposed Cobden Sea Wall. There are long standing community concerns about the integrity of existing Cobden foreshore assets and the level of protection they provide. The Committee has requested a report on a longer-term solution to the Cobden foreshore hazard.

**Report Summary**

There are ongoing concerns about the risk of coastal inundation in the Cobden community and the integrity of existing foreshore assets following recent storm events. The committee has requested a report on a long-term solution.

A number of reports have been prepared which detail the coastal processes that are occurring and make recommendation to mitigate the effects. Significant areas of Cobden are vulnerable to both coastal and riverine flooding and this can be expected to increase in future storm events as a result of climate change and sea level rise.

A number of projects are being considered or are in progress that will mitigate flood hazards in Cobden. There are opportunities to combine projects which could streamline management and provide opportunities for funding.

The report recommends that resources be allocated to develop a project plan for the Cobden Sea Wall and Range Creek project.

To qualify for funding from the Regional Infrastructure Fund (RIF) for Flood Resilience Projects concept design and consents must be in place. Should the Joint Committee and Councils endorse/approve the project plan once developed, further expenditure will be required to obtain consents.

## Recommendations

***It is recommended that Council/the Committee resolve to:***

- 1. Receive the report.*
- 2. Recommend to respective Councils that a Project Plan and cost estimate be developed for the Cobden Sea Wall and Range Creek Project and that a budget of \$80,000 be allocated for the preparation of the plan.*
- 3. Recommend that preparation of the Project Plan be funded 50/50 by the Grey District Council and the West Coast Regional Council.*
- 4. Recommend that a progress report be provided to the Greymouth Joint Committee by November 2025.*
- 5. Note that development of the project plan is the first step in defining the scope, cost and programme for the project. Further work and expenditure will be required for the project to qualify for funding from the Regional Infrastructure Fund (RIF) for 'Flood Resilience Projects'.*
- 6. Note that should it be agreed to make an application to the RIF for Flood Resilience Projects for the Cobden Sea Wall and Range Creek Project, a special consultative process will be required to obtain community acceptance of the project and associated rating impact.*

## Issues and Discussion

### Background

Erosion of the Cobden foreshore has been an issue for many decades. A plan of the area is included in Attachment 1. There have been many attempts to construct and maintain coastal defences to protect the Cobden community. In 1969 the Greymouth Borough Council funded the construction of the historic Cobden Sea Wall, which was built on their behalf by the Westland Catchment Board. Since then, there have been on going works to repair and improve the coastal assets following storm events.

A further storm event occurred on 13 June 2022 resulting in coastal inundation to Cobden residents. Domett Esplanade was left strewn with debris and fences damaged due to strong winds and high seas from a low-pressure weather system that caused waves to overtop at the northern end of the Cobden Sea Wall. Seawater overtopped at Domett Esplanade and North Beach Road, with properties damaged and Domett Esplanade closed between Kettle Street and Ward Street.

A report was prepared for the Greymouth Joint Committee on 5 September 2022 to report on Cobden Coastal Inundation modelling and to highlight the localised effects

of this hazard. This meeting was deferred until a subsequent meeting on 4 May 2023 where the Committee requested the West Coast Regional Council (WCRC) consult with the rating district on funding investigations into storm frequency and extent of coastal inundation in the Cobden area.

There was further discussion about the ownership and maintenance responsibilities of the Cobden Sea Wall at the Joint Committee Meeting held in June 2024 and it was left to the CEO's of each Council to discuss further.

### **Current situation**

Several reports have been prepared on the Cobden foreshore hazard. In 2017, NIWA prepared an assessment on the Cobden beach and recommended relocation of the Jellyman Park carpark to enable ongoing shoreline retreat. These recommendations were not accepted, and the existing carpark was upgraded, and the seaward face was strengthened using rock revetment. In early 2018 the carpark and adjacent Cobden landfill were severely damaged by large waves during ex-tropical cyclone Fehi, which uncapped the dumpsite and eroded the fringe of the landfill resulting in a large amount of rubbish from the landfill being scattered over the beach. A large rock revetment sea wall was subsequently built to protect the dumpsite.

In April 2020 NIWA updated their 2017 assessment to provide advice on how to reduce the impact of the new Sea Wall on the beach and the local community, and to outline long term issues for the Cobden area. Recommendations were made to manage the erosion issue over a short to medium term timeframe (5 – 30 years) by creating a new buffer for the beach.

In 2020 Land River Sea Consulting Ltd was engaged to develop a coastal inundation model of the Cobden coastal stretch to identify the risk to Jellyman Park as well as the surrounding residential area, should the coastal defences be overtopped or breached during a storm event. A significant area of Cobden was demonstrated to be vulnerable to coastal flooding and the vulnerability can be expected to increase in future storm events as a result of climate change and sea level rise.

### **Other Projects**

There are several projects being considered that will mitigate flood hazards in Cobden and the surrounding Greymouth area.

#### **Greymouth Floodwall Project**

The most significant project is the Greymouth Floodwall Project designed to upgrade the Greymouth flood protection system to a consistent standard.





Figure 1: Greymouth Floodwall Upgrade Project Stages

This project has been broken into five stages, as shown in Figure 1. Stages 1 and 3 are close to completion and have been designed to provide protection to the Greymouth commercial area to a level of service of 1 in 150-year flood event (0.67% AEP) plus 0.6M freeboard. The total capital cost for these two stages was \$2.6M. This was funded by a \$1.95M grant from the Government’s PGF Shovel Ready Fund with the balance of \$0.65M being funded by a loan raised against the Greymouth Rating District.

The total capital cost of stages 2, 4 and 5 is estimated to be \$4.0M. Application has been made to the Government’s Regional Infrastructure Flood Resilience Fund for a grant of \$2.4M (60%) towards these stages with the balance of \$1.6M to be funded by a loan funded by the Greymouth Rating District. Confirmation of the Government’s contribution is anticipated to be confirmed by the end of June 2025 and construction would commence in July 2025. Ongoing operational and maintenance costs will be funded by the Greymouth Rating District. Related stormwater infrastructure will remain the responsibility of Grey District Council (GDC).

Stage 5 is particularly relevant to the Cobden community. Works will involve raising the right bank stopbank to provide a 1 in 150-year level of service (0.67% AEP) plus 0.6M freeboard. The construction cost for these works is estimated to be \$0.37M.

**Cobden Range Creek Flood Resilience Project**

Cobden is also vulnerable to local flooding from Range Creek which flows through the community. WCRC received funding from the Ministry for the Environment Nature-Based Solutions Fund to undertake a flood mitigation feasibility study within the urban catchment. Investigations have been progressed and consultant reports prepared with three potential basins or wetland areas and environmental enhancement being proposed as shown in Figure 2.



Figure 2: Range Creek Project Proposed Basins

Discussions between WCRC and GDC have refined the scope of future work to specifically focus on the Cobden Domain Lower Basin, with consideration to enlarge the footprint. A scope of work has been drafted but no cost estimates have been prepared as yet. WCRC has indicated this project could be combined with a project to extend the Cobden Sea Wall and has signalled this as a combined potential project for a future grant from the Regional Infrastructure Fund (RIF) with an estimated cost of \$4M. However, this is a rough order cost and will depend on the overall scope of the project. Costs including design, project management, public consultation and consenting have not been fully assessed. The project does not fall within the scope of the Greymouth Rating District and therefore the funding source of the local share will also need to be determined.

**Strategic Issues**

Significant work is required to support any decision to proceed with the Cobden Sea Wall and Range Creek Project and several strategic issues need to be considered. The

project would be a new Significant Activity and subject to a special consultative procedure. Sufficient information would need to be prepared to support this process.

#### *Design Criteria*

Key decisions are required about the design life of the structure and the design standards that will be applied. An appropriate framework would need to be applied to the project such as the PARA Resilience Framework (Protect, Avoid, Retreat and Accommodate), which was used to consider the Westport Flood Mitigation Project. Given the vulnerability of Cobden to a number of natural hazards it is considered that a short to medium term timeframe (say 20 – 30 years) would be more appropriate with a long-term strategy to retreat vulnerable properties in the area.

#### *Asset Ownership*

Current coastal protection assets located on the Cobden foreshore are owned and maintained by the Greymouth District Council. A decision would need to be made on the ownership of any additional assets that were created, and which agency was responsible for funding ongoing maintenance and repairs. Having created the asset there is an ongoing liability to ensure it continues to meet design standards noting there is always a risk that an over design storm event may occur and result in property damage.

#### *Funding*

The cost to construct the Cobden Sea Wall and Range Creek Project will be significant. The Government has advised Coastal Protection is not eligible for grants from the Regional Infrastructure Fund. However, by combining it with the Range Creek flood resilience project there may be an opportunity for some external funding. At this time it is anticipated that a substantial component of the total cost of the project as well as the ongoing maintenance costs would need to be funded by the local and/or regional community. The priority for this project would need to be assessed against other Council projects.

#### **Next Stage**

To progress the project, it is recommended that resources be allocated to developing a Project Plan for the Cobden Sea Wall and Range Creek Project. This would need to be developed in sufficient detail to inform stakeholders on the scope of the project and the provide an estimate of the total project costs.

The Project Plan components would include:

- A review of existing coastal structures and confirming they are fit for purpose
- Propose design criteria for any new or reconstructed assets

- Apply the PARA framework to the project (or similar) and confirm the scope of work proposed
- Propose a delivery method for construction of the project
- Develop a community consultation programme for the various project stages
- Identify all planning and resource consent requirements
- Developing a cost estimate for each element of the project and an overall project cost
- Propose funding options for both capital works and ongoing maintenance

To progress the project, it is proposed that a project team be appointed by the Chief Executives comprising senior staff from both Councils to manage the project, with one Council taking responsibility for preparing the plan. On completion, the Cobden Sea Wall Plan would be reported to the Greymouth Joint Committee for endorsement and if agreed, reported back to each Council for approval. If approved a special consultation process under the Local Government Act would be required to confirm there is community support to proceed.

A preliminary budget estimate for preparing the plan is \$80,000 and there are a number of options for funding this work. All the Cobden foreshore assets are currently the responsibility of the GDC who could fund some or all of the next stage of work. Alternatively, the WCRC could fund a portion of the work using Greymouth Rating District funding, subject to a variation in the scope of the scheme's terms of reference. Committee members will need to consider which option they support.

## **Considerations**

### **Implications/Risks**

It should be noted that for a project to be eligible for funding from the RIF for Flood Resilience Projects, a concept design must have been developed, and consents must be in place. The development of the project plan proposed in this paper will advance the project to the point where the scope, method of delivery, cost estimate, and programme for the project is better understood, but further expenditure will be required to obtain consents. It is difficult to estimate the cost of obtaining consent until the scope of the project is better defined.

A decision to support the preparation of a Cobden Sea Wall and Range Creek Project Plan will raise community expectations that something will be done to mitigate the Cobden coastal hazard and flooding from Range Creek. However, this is not certain given the magnitude of the work anticipated to be required and the likely cost. The cost will be significant and beyond the ability of the immediate community to fund.

Once additional coastal infrastructural assets are built there is an ongoing liability on the asset owner to maintain them to their design standards. However, over time, with climate change and sea level rise the level of protection will diminish. There is an ongoing risk of legal action against the Councils for damages and financial redress following events that result in property damage.

Any new assets will only mitigate the risk of coastal inundation in the short to medium term to buy some time. The long-term strategy will need to be retreating from the area. However, once new assets are created it will be much more difficult to get the community to engage with a long-term solution.

### **Significance and Engagement Policy Assessment**

If the project is to proceed, the project will trigger WCRC's Significance and Engagement Policy.

Analysis of anticipated coastal inundation and flood levels indicates that the current level of service (in this case the provision of coastal and flood protection) for parts of Greymouth, specifically Cobden, is insufficient to meet anticipated inundation events. In this case, an increased protection level equates to an increased level of service. Should the Regional Council approve a proposal to increase the level of service of protection (with or without Joint Committee endorsement), Council will initiate a special consultative procedure with the community as required by the Long-term Plan 2024 - 2034.

The special consultative procedure, as set out in s83 Local Government Act 2002, is a multi-stage process. The intent is that Council develop and socialise an informed proposal for consultation with the community, with the community provided the opportunity to comment on that proposal. This includes both receiving written submissions, and hearings. Council may also decide to hold public meetings, either to inform the proposal, or to hear comments outside of a submission process.

For the purpose of this consultation, should it occur, it would be recommended that the consultation is limited to those directly impacted by the proposal. In this case, this would be those rate payers and others receiving benefit from the increased service level, and those rate payers expected to fund the proposal, should Councils seek to proceed.

With the current targeted rate for Greymouth encompassing all residents of Greymouth, with no differentiation, it is recommended that Council limit the consultation to those ratepayers and others.

The current annual plan timetable indicates that all proposals for community engagement will need to be consultation ready, having been developed, and with joint committee and council endorsement prior to 1 April 2025. It is recommended that this consultation is managed outside of any Annual Plan consultation, with a minimum of 1 month consultation with the community, as per s83(1)(b)(iii) of the LGA 2002.

### **Tangata whenua views**

There has been no direct engagement with tangata whenua regarding this project. However, Ngāti Waewae is represented on WCRC's Operations Committee and accordingly will have the opportunity to make their views on matters contained within this report known at the Operations Committee meetings. Consultation with iwi will be an integral part of the community consultation plan at various stages of the project including resource planning processes.

### **Views of affected parties**

There are long standing concerns held by the community about the level of protection provided by the existing Cobden foreshore assets. Some Cobden residents have made their views known to the Greymouth District Mayor and some councillors. Residents are seeking some certainty about the security of their property and community from flood and coastal hazards. The views of representatives of Greymouth Rating District ratepayers (i.e. the Greymouth Joint Committee and West Coast Regional Councillors) are being sought in response to this paper.

Consultation with the community and other stakeholders will be an important component in preparing the project plan to determine the scope of work required to provide the required level of service and the willingness and ability to pay for them. The views of Greymouth Rating District ratepayers will be sought when consulting on the proposal to access RIF Flood Resilience Projects funds to implement the project via the Special Consultative Procedure described above.

### **Financial Implications**

The proposed Cobden Sea Wall and Range Creek Project is a new project and has not been budgeted for in either Councils' Annual Plans. The objective of the initial work is to accurately scope and cost the infrastructure that would be required to mitigate the risk of coastal erosion along the Cobden foreshore and flooding at Range Creek. The budget estimate for the first stage is \$80,000, to be shared between the two Councils.

The information that will be produced will then be used to support the Councils' processes in making a decision on whether there is sufficient community support to proceed with the substantive project.

*Current budget*

- Existing seawall currently owned and maintained by GDC.
- WCRC owns and maintains the 'Cobden Cut' knife gate, the Cobden bund, and the Grey River stopbank at Cobden.
- Ownership of the Range Creek Flood Gate is yet to be determined, noting that maintenance costs of the gate itself are borne by WCRC, and operation of the gate is carried out by GDC.

*Future implications*

- There is no capital budget at present for the Cobden Sea Wall and Range Creek Project
- Capital & maintenance costs for new assets, increased value of the rating district's loan balance, and corresponding increase in targeted rate for the rating district

**Legal implications**

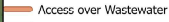
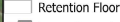
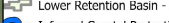
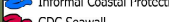
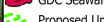
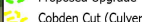
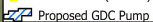

There are no issues within this report which trigger legal matters.

**Attachments**

Attachment 1: Cobden Beach Asset Map 23 October 2024

Attachment 1 – Cobden Beach Asset Map 23 October 2024



- Legend**
-  Access over Wastewater
  -  Retention Floor
  -  Lower Retention Basin - Planted Raised Bund
  -  Informal Coastal Protection (No Asset Owner)
  -  GDC Seawall
  -  Proposed Upgrade
  -  Cobden Cut (Culvert)
  -  Proposed GDC Pump Station

Most Vulnerable Section of Coastline

Ad-hoc Historic Coastal Protection

Jellyman Park

Cobden Cut

Proposed Retention Basin



### Cobden Beach Asset Map

Overview of the Cobden Protection

0 120 240 480  
Metres

Date created: 23/10/2024, 1300  
 Author: oliver.rose  
 Scale at A3: 1:6,000  
 Coordinate System: NZGD 2000 New Zealand Geoid Height Meridian  
 Projection: Transverse Mercator  
 Datum: NZGD 2000  
 Units: Meter

057



**Report 7.7      Greymouth Joint Committee Terms of Reference****Author**            Tom Hopkins, Capital Programme Manager;**Authorizer**        Darryl Lew, Chief Executive**Public**             No**Excluded****Report Purpose**

The purpose of this report is to present the revised Terms of Reference for the Greymouth Joint Committee to the committee for approval and execution.

**Report Summary**

The current agreement between West Coast Regional and Grey District Councils was executed in March 2015 and doesn't reflect the changes that have occurred since then, principally the merger of Greymouth Floodwall, Coal Creek and New River Rating Districts.

A revised agreement has been prepared by West Coast Regional Council (WCRC) and Grey District Council (GDC) and is presented here for the approval of the Joint Committee.

**Recommendations**

***It is recommended that Council/the Committee resolve to:***

- 1. Receive the report.*
- 2. Approve the Terms of Reference and instruct staff to arrange for the Terms of Reference to be signed by the parties to the agreement*

**Issues and Discussion****Background**

The current agreement between the West Coast Regional Council (WCRC) and Grey District Council (GDC) is titled Greymouth Floodwalls Joint Agreement and was executed by the parties on 18 March 2015. The current agreement is nearly 10 years old and doesn't reflect the changes that have occurred in the intervening period, particularly in respect of the merger of the Greymouth Floodwalls, Coal Creek and New River Rating Districts in 2021.

**Current situation**

WCRC and GDC staff have worked together to update the agreement to the point where the respective Chief Executives consider the agreement ready to present to the Joint Committee for approval and execution.

**Attachments**

Attachment 1: Greymouth Joint Committee Terms of Reference (January 2025)

**Attachment 1: Greymouth Joint Committee Terms of Reference (January 2025)**



# **Greymouth Rating District Joint Committee Agreement**

January 2025

**DOCUMENT CONTROL**

	<b>Revision Number</b>	<b>Revision Date</b>	<b>Approval</b>
Primary Agreement			18 March 2015
Amendment to include updates to Rating District area, works and assets	1	January 2025	Preliminary amendments drafted
			Revision adopted by WCRC
			Revision adopted by GDC

This Deed is made this \_\_\_\_ day of \_\_\_\_\_ 2025

## **PARTIES**

GREY DISTRICT COUNCIL (“GDC”)

WEST COAST REGIONAL COUNCIL (“WCRC”)

## **AGREEMENT**

### **BACKGROUND**

- A. The wider Greymouth area is subject to flooding inundation from:
  - The Grey River and its tributaries
  - Surface flooding
  - The Tasman Sea
- B. GDC is empowered by Sections 12 and 130 of the Local Government Act 2002 to manage stormwater and amenity issues within its district; and
- C. WCRC is empowered by Section 126 of the Soil Conservation and Rivers Control Act 1941 to take such steps as are necessary for the prevention of damage by floods; and
- D. Both Councils are empowered by the Local Government (Rating) Act 2002 to raise the funds necessary to carry out their respective functions; and
- E. Both Councils are empowered by Sections 12 and 137 and clauses 30 and 30A of Schedule 7 of the Local Government Act 2002 to enter into joint agreements and form a joint committee to co-ordinate the management of overlapping functions; and
- F. The Greymouth Rating District flood defense assets are owned by the GDC. It is intended that the structural flood protection assets (stop banks, floodwalls, associated rock protection and stop log structures) are transferred to WCRC. The Councils are working through a process to identify which assets should be transferred. The land the flood defense assets are on is under various ownership; and
- G. Both Councils wish to record their agreement to jointly manage the maintenance of the Greymouth Rating District flood defense assets, via a Joint Committee of the two Councils.
- H. Both Councils have responsibilities under the Resource Management Act 1991 for the management of flooding.
- I. Both Councils acknowledge the need for joint decision-making in relation to the management

of flood hazards in the wider Greymouth area.

- J. A map of the Greymouth Rating District area is attached as Appendix I to this Agreement.

#### **PRINCIPLES UNDERPINNING THIS AGREEMENT**

1. The two Councils serve the same community who pay rates to both Councils.
2. Both Councils act in the best interests of the people living in the area
3. The Councils recognise the need to work cooperatively in managing flood hazards facing the Greymouth area and see the Joint Committee as the appropriate vehicle to achieve this.
4. The Joint Committee will always function under the clear provision that it simply makes recommendations to their parent Councils. Nothing prevents the Committee from seeking a formal delegation from their parent Councils should it be deemed appropriate.

#### **STRUCTURE AND OPERATION OF THE COMMITTEE**

5. WCRC shall appoint three elected Councillors to the Joint Committee, being two Councillors from the Grey constituency (or a delegate) and the Chair of WCRC. If the Chair of WCRC is from the Grey constituency, then the third Councillor will be appointed from another constituency. In the event that any of the appointed members cannot attend a meeting of the Committee, a substitute may be appointed by the Chair of WCRC.
6. GDC shall appoint the Mayor for Grey and two Councillors (or a delegate) to the Joint Committee. In the event that any of the appointed members cannot attend a meeting of the Committee, a substitute(s) may be appointed by the Mayor.
7. The membership of the Joint Committee shall be reappointed at or after the first meeting of WCRC and GDC following each triennial general election.
8. The Chair shall alternate one year to the next being a GDC elected representative one year and a WCRC elected representative the next, with the term of the chairpersonship being 12 months from 31 October each year except in years where the triennial election is held, where the term ends at the date of the election. The appointment of the Chair shall be made by the relevant Council who has responsibility for the Chair.
9. The function of the secretariat will alternate as per the term of chairpersonship.
10. The Council not exercising the role of Chair in any year shall appoint a Deputy Chair. The term of the deputy chairpersonship shall be 12 months from 31 October each year except in years where the triennial election is held, where the term ends at the date of the election.
11. Unless otherwise specified in this Agreement, the Committee shall use the current standing orders of the WCRC, noting that the committee wishes to achieve consensus decisions wherever possible.
12. A quorum of the Committee shall be not less than four members, and must include two or



more members from each of the two Councils (two or more from WCRC and two or more from GDC).

13. Meetings shall be held biannually or as otherwise agreed by the Joint Committee with at least one meeting to be held between November and March of each year as a means of ensuring that the needs of the Joint Committee can be provided for in the Annual Plans of the two Councils.
14. Notification of meetings and the publication of agendas and reports shall be conducted in accordance with the requirements of Part 7 of the Local Government Official Information and Meetings Act 1987, and will be undertaken by the secretariat.
15. Minutes of all Joint Committee meetings shall be provided to the next meeting of the respective parent Councils.

#### **TERMS OF REFERENCE & DELEGATIONS**

16. Each year the Joint Committee shall consider any staff and/or expert reports, ascertain what work and budget requirements will be for the coming year and make a recommendation to each parent Council for annual planning and action.
17. The Joint Committee shall not have any funding or rate setting authority.
18. WCRC as the Rating Body for the Greymouth Rating District is the final decision maker on the annual work plan and setting the appropriate rate to fund the agreed works.
19. The Joint Committee's role is to review the annual work plan provided to it by the WCRC, receive and consider any independent expert advice, and make informed recommendations to WCRC for the final decision. The Committee may also make recommendations to the WCRC regarding:
  - Commissioning independent expert reports; and
  - Undertaking public consultation on boundary changes, major capital works and other areas of significant public interest.

The WCRC will consider any recommendations of the Committee in making any decisions on the above.

20. Where Committee recommendations relate to the functions of the GDC, GDC shall consider and make decisions on any recommendations accordingly.
21. Without limiting the ability of the Joint Committee to recommend the most appropriate arrangements for works and funding, in relation to the Greymouth Rating District flood defence assets GDC shall be responsible for all works and funding relating to:
  - Amenity management, including grass mowing, gardening, beautification, and public access management;
  - Stormwater management, including any pump station operation and maintenance and

floodgates on drainpipes and their operation and maintenance (but excluding the Cobden overflow outlet);

- Flood emergency management, including the maintenance and operation of concrete flood barriers over road and rail, any sandbagging requirements, and all and any Civil Defence evacuation planning and execution.
  - All other duties as specified in the Grey Flood Action Plan
22. Without limiting the ability of the Joint Committee to recommend the most appropriate arrangements for works and funding, in relation to the Greymouth Rating District flood defence assets the WCRC shall be responsible for all works and funding relating to:
- The maintenance and repair of the structural integrity of the flood defense assets managed under WCRC Asset Management Plans;
  - The provision of flood warning advice to GDC for the Grey River in accordance with the Grey River Flood Action Plan;
  - Management of the Cobden overflow outlet to the sea, to prevent backup of water from the lagoon causing surface flooding.
  - All other duties as specified in the Grey Flood Action Plan
23. The WCRC has constituted a "Greymouth Rating District" and reserves the right to raise such funds as it may need to carry out its functions under clause 18 above from this source.
24. The GDC will fund the performance of its functions under clause 17 above from such sources that are available that it may determine.

#### **VARIATION OF THIS AGREEMENT**

25. This agreement may be amended at any time, at the request of either Council, but such amendment will only take effect once both parent Councils have formally received and adopted those changes sought.



**SIGNATURES**

SIGNED by

**GREY DISTRICT COUNCIL**

\_\_\_\_\_   
by its authorised signatory

\_\_\_\_\_   
date

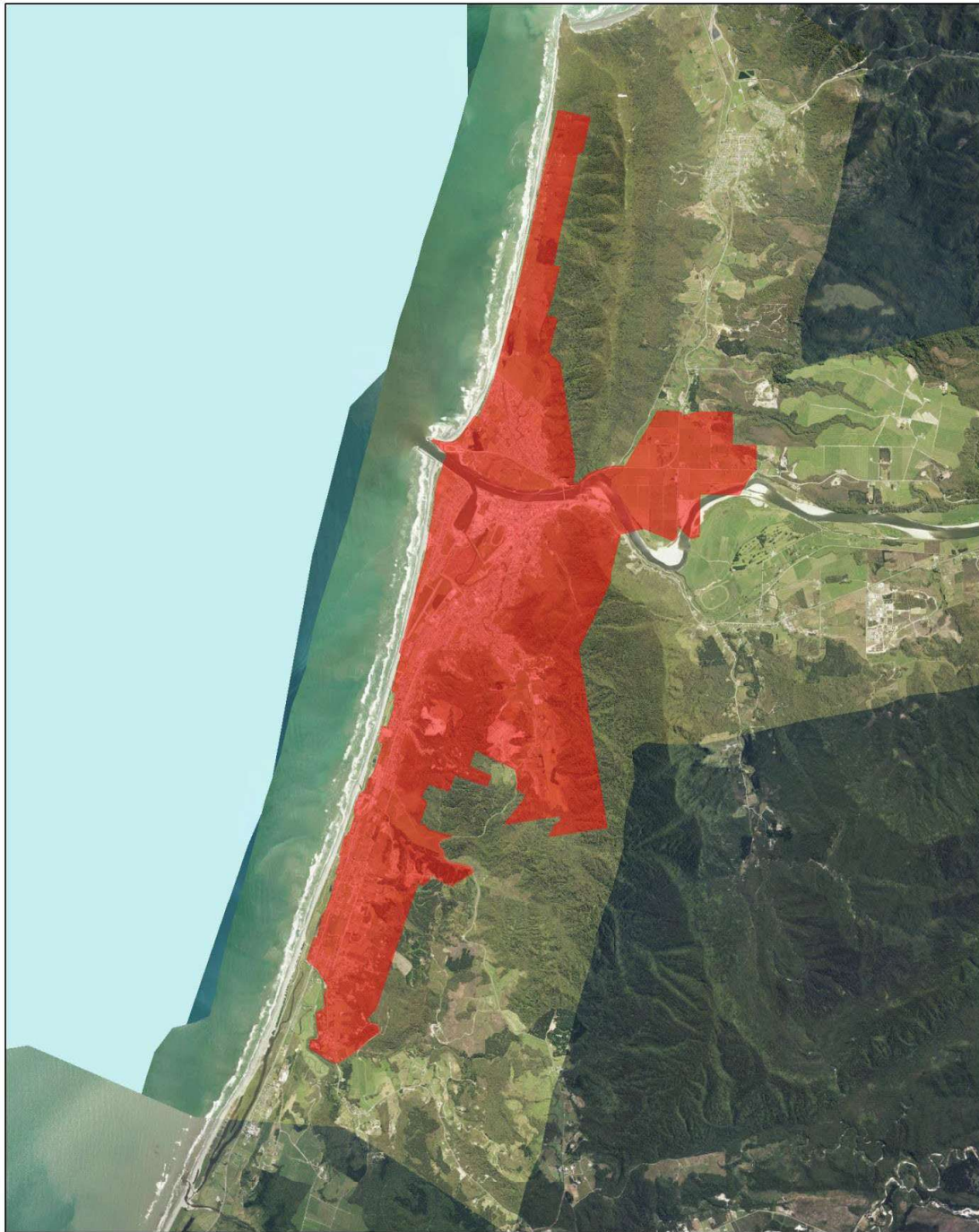
SIGNED by

**WEST COAST REGIONAL COUNCIL**

\_\_\_\_\_   
by its authorised signatory

\_\_\_\_\_   
date

**Attachment: Map of Greymouth Rating District**



**West Coast Regional Council**  
**Merged Greymouth Rating District Financial Accounts <sup>1</sup>**  
**For the 12 Months to 30 June 2024**

	2023/24 Jun-24	2023/24 BUDGET	2022/23 Jun-23
Greymouth RD	137,701.26		84,248.03
Coal Creek			(103,303.59)
New River /Saltwater Creek			(8,232.53)
<b>RESERVES OPENING BALANCE 1 July 2023</b>	<b>137,701.26</b>		<b>(27,288.09)</b>
<b>REVENUE</b>			
Internal interest income / (expense)	4,352.93		130.65
Other Income - Reimbursement	864.00		
Rates	189,796.63	189,900.00	255,417.11
<b>TOTAL REVENUE</b>	<b>195,013.56</b>	<b>189,900.00</b>	<b>255,547.76</b>
<b>EXPENDITURE</b>			
Advertising	-		961.87
Aircraft Hire	-		
Contractors	39,143.50		16,324.83
Consultants	8,685.75		5,035.00
Insurance	21,957.22	19,248.00	18,814.00
Solicitors Fees		129,840.00	
Administration Fees	-		
Other Expenses	-		
Rates	-		
Resource Consents	-		
Staff Time	40,814.00	40,812.00	39,897.00
Surveyors	7,228.63		
Venue Hire	-	-	-
<b>TOTAL EXPENDITURE</b>	<b>117,829.10</b>	<b>189,900.00</b>	<b>81,032.70</b>
<b>NET SURPLUS/(DEFICIT)</b>	<b>77,184.46</b>	<b>-</b>	<b>174,515.06</b>
Capital Expenditure	3,067.00		9,525.71
<b>RESERVE CLOSING BALANCE 30 JUNE 2024</b>	<b>214,885.72</b>		<b>137,701.26</b>

Loan Summary at 30 June	2023/2024 Jun-24	2023/2024 Budget	2022/2023 Jun-23
<b>Opening Balance 1 July</b>	<b>569,741.23</b>		<b>447,525.41</b>
<b>Income</b>			
Rates Income	290,244.51	34,716.00	297,846.61
Internal Interest earned / (Paid) - Loan	0.00		9,554.00
<b>Total Income</b>	<b>290,244.51</b>	<b>34,716.00</b>	<b>307,400.61</b>
<b>Expenditure</b>			
Loan Interest	56,673.29		30,261.79
Loan Principal	159,225.00		154,923.00
<b>Total Expenditure</b>	<b>215,898.29</b>	<b>-</b>	<b>185,184.79</b>
<b>NET SURPLUS/(DEFICIT)</b>	<b>74,346.22</b>		<b>122,215.82</b>
<b>Closing Balance 30 June</b>	<b>644,087.45</b>		<b>569,741.23</b>
<b>Opening Loan Balance 1 July</b>	<b>1,247,566.00</b>		<b>1,402,489.00</b>
Loan Principal	(159,225.00)		(154,923.00)
<b>Closing Loan Balance 30 June</b>	<b>1,088,341.00</b>		<b>1,247,566.00</b>

1 Merged Greymouth Maintenance Rating District (effective 1 July 2022) comprised the following:  
- Greymouth Floodwalls Rating District  
- Coal Creek Rating District  
- New River / Saltwater Creek District



Peter Miller  
05/02/2025

# **West Coast Regional Council – Greymouth Rating District**

## **Annual Works Report on Rating District Assets**

### **1. Executive summary**

This report outlines a summary of work undertaken as part of the Greymouth Rating Districts annual works program for the 2023/2024 financial year including any maintenance, capital works and surveys undertaken. Additionally, this report details scheduled work for the 2024/2025 FY and proposes work required for the 2025/2026 Financial year which includes consultation of the 2025/2026 maintenance rate, insurance premiums and engineer cost recovery.

### **2. Maintenance summary 2023/2024**

September 2023 Cobden Cut trial run	\$1,927.50
November 2023	\$37,216.00
<b>Total:</b>	<b>\$39,143.50</b>

### **3. Survey works carried out from 1 July 2022 to 30 June 2023**

Oct 2023 survey for Cobden Cut	\$1,929.43
August 2023 Grey River cross sections	\$5,299.20
<b>Total:</b>	<b>\$7,228.63</b>

### **4. Consultancy works summary 2023/2024**

August 2023 - Nov 2023 Range Creek improvements	\$581.25
July 2023 Range Creek floodgate improvements	\$600.00
April 2024 Range Creek floodgate improvement	\$343.00
Jan 2024 Range Creek floodgate improvements	\$390.00
Jan 2024 drafting topo and post processing data Cobden Cut	\$3,067.00
June 2024 Range Creek floodgate improvements	\$1,946.50

May 2024 Range Creek floodgate improvements	\$1,758.00
<b>Total</b>	<b>\$ 8,685.75</b>

## 5. Works to be carried out from 1 July 2024 to 30 June 2025

### Proposed works summary

The August 2024 inspection found some slumping of the rock riprap on the South Tip at the western end of the revetment below the floodwall.

Council engineers estimate that 200-250 tonnes of armour rock would be required to repair the slumped rock. This work is not assessed as being urgent and will be included in the monitoring schedule. Should there be any notable deterioration in the slumped section of revetment, repair works will be undertaken immediately. The estimated cost to place 250 tonnes of armour rock is \$25,000.

Spraying of woody vegetation at Coal Creek was completed in January 2025. Once vegetation dieback occurs the condition of the stopbank and rock riprap will be reassessed.

The diversion channel of the Grey River at Coal Creek is migrating to the true right but is still working effectively. Adjustment of the channel and top-up of the small rock spur at Coal Creek will be undertaken as necessary.

### Expense summary of proposed works

A. Vegetation control Greymouth floodwall and Coal Creek ( <i>Completed</i> )	\$10,000
B. Upgrade of Range Creek floodgate (ongoing)	\$10,000
C. Repair slumped sections of rock riprap at Blaketown	\$25,000
D. Allow for unforeseen works	\$40,000
E. Adjust/deepen diversion channel and top up rock spur at Coal Creek	\$26,000
F. Open the New River/Saltwater outlet as required	\$6,000

<b>Total:</b>	<b>\$117,000</b>
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## 6. Greymouth Rating District financial balance

The balance in the rating district account at 30 June 2025 is likely to be approximately \$232,000. The target balance for the 'prudent reserve' for this rating district is \$250,000.

This prudent reserve is immediately available for urgent emergency works that may be required following a major event. The predicted damage exposure to the scheme's assets is estimated at \$546,438 - \$2,185,753 depending on the size of the flood (see Asset Management Plan).

It is likely the current reserve will only cover a portion of the actual cost of the potential damage that could occur.

## 7. Proposed Rates for 2025 to 2026 Financial Year

General Maintenance rate*	\$138,291.00
Engineer cost recovery	\$46,250.00
Infrastructure insurance cover	\$17,539.34
Greymouth Flood Protection Scheme Asset Inventory	\$40,000.00
Saltwater Creek Flooding Assessment	\$20,000.00
Cobden Seawall & Range Ck Project Plan	\$40,000.00
<b>Total:</b>	<b>\$302,080.34</b>

*\* Includes an additional allowance for maintenance of the upgraded stopbanks (Stages 1 & 3), as provided for in West Coast Regional Council's Long-term Plan 2024-2034. The additional budget is calculated at 1% of the capital cost of the work to those stopbanks (\$2,129,104 x 1% = \$21,291).*

*The council recommend a maintenance rate strike for the 2025 / 2026 financial year of \$302,080.34 excluding GST.*

## 8. General business