

Committee Members

Chair: Cr Mark McIntyre
Cr Allan Birchfield
Cr Andy Campbell
Cr Ashley Cassin

Cr Chris Coll
Cr Peter Ewen
Cr Colin Smith

Iwi Representatives

Representative Te Rūnanga o
Ngāti Waewae
Representative Te Rūnanga o
Makaawhio



WEST COAST
REGIONAL COUNCIL

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West Coast Regional Council

AGENDA

Operations Committee Meeting

Date: Tuesday 18 November 2025

Time: Following the completion of the Corporate Services Committee meeting

Venue: West Coast Regional Council Chambers, 388 Main South Road, Greymouth

This meeting will also be live streamed via West Coast Regional Council's YouTube Channel: @westcoastregionalcouncil5171

Order of business

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12.1.1 October 2025 WCRC Operations Committee Project Status Report

– Franz Josef Stage 1 – Financial Public Excluded

12.2 Franz Josef Stage 2 Operations Committee Project Status Report October 2025**– Financial Public Excluded**

12.2.1 October 2025 WCRC Operations Committee Project Status Report

– Franz Josef Stage 2 – Financial Public Excluded

12.3 Hokitika River Walls Operations Committee Project Status Report October 2025**– Financial Public Excluded**

12.3.1 October 2025 WCRC Operations Committee Project Status Report

– Hokitika River Walls – Financial Public Excluded

12.4 Greymouth Operations Committee Project Status Report October 2025**– Financial Public Excluded**

13.4.1 October 2025 WCRC Operations Committee Project Status Report

– Greymouth – Financial Public Excluded

12.5 Westport Flood Protection Scheme Project Status Report October 2025– Financial Public Excluded.....

13.5.1 October 2025 WCRC Operations Committee Project Status Report – Westport

Flood Protection Scheme– Financial Public Excluded.....

D. Lew**Chief Executive**

Purpose of Local Government

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

Health and Safety Emergency Procedure

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

5**Actions List****Author**

Meryl Wilde, Governance Support Officer

Public Excluded

No

Report Purpose

This report is a summary of items that require actions.

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

Note that these actions have been carried over from the previous Committee, which was discharged following the triennial election as per clause 30(7), schedule 7 of the Local Government Act 2002. These actions are ongoing and remain relevant and are therefore presented to be carried forward under this Committee.

Recommendation

It is recommended that the Committee resolve to:

- 1. Note the actions outstanding from the previous triennium that are ongoing and remain relevant.*
- 2. Receive the actions list and the information noted.*

Attachments

Attachment 1: Actions List Public – Update

ACTIONS LIST – Public

Item No.	Reference	Date of Meeting	Item	Officer	Update
1.	ACT0007	9 Jul 24	Wanganui Rating Scheme capital upgrade proposal to be presented to the Councillors and to the RD at the upcoming annual meeting.	Group Manager – Catchment Management	Ongoing. A follow up paper to that presented to the Rating District AGM on 14 March 2025 will be presented to Councillors at the December Operations Committee meeting. The paper will outline the rating district's position on the matter, and the implications for Council.
2.	ACT0039	18 Feb 25	Provide a register of known orphan assets to councillors.	Group Manager – Catchment Management	Ongoing. We currently have a list of 26 orphan assets and are still complying.
3.	ACT0044	15 Apr 25	Staff to review provisions in the TTPP regarding subdivisions and engage with Grey District Council on future developments that could exacerbate flooding.	Group Manager – Catchment Management	Ongoing. Verbal update to be provided.
4.	ACT0052	20 May 25	Raise with insurers the option of insuring rating district assets for a lower sum than total asset value.	Group Manager – Corporate Services	Completed. Discussed at the Insurance Workshop. AON need to provide Insurers the full replacement value of the Floodwall assets. The Insurance value available at an event is capped at \$35M.
5.	ACT0053	20 May 25	Arrange a workshop with Council's insurer, NEMA and WCRC regarding insurance	Group Manager – Corporate Services	Completed. Workshop held in October 2025.

Item No.	Reference	Date of Meeting	Item	Officer	Update
			options for the rating districts (workshop to take place after the Risk and Assurance Committee meeting).		
6.	ACT0055	20 May 25	Investigate the NZTA held retrospective consent for the spur on the north side of the Wanganui River and advise details to Cr Campbell	Group Manager – Catchment Management	Complete. A question was received from Cr Campbell regarding an approval for the construction of a NZTA rock groyne on the right bank of the Wanganui River immediately upstream of the road bridge. An investigation into this query has confirmed the rock groyne was constructed following a flood event using a section 330 which enables emergency work to be undertaken to protect an asset. In this case the SH 6 road bridge. A retrospect resource consent was not required in this instance as there was deemed to be no ongoing environmental effects from the construction. There is a concern that the rock groyne is now directing water across to the left bank placing pressure on an existing rock rip rap structure. NZTA have responded to this concern by advising that this is not the case as the rock groyne is too small to influence such a flow change on a

Item No.	Reference	Date of Meeting	Item	Officer	Update
					large river the size of the Wanganui. An investigation of the site has confirmed that NZTA are correct in their assessment. The change in flow direction from the left bank to the right bank is more a combination of the curvature shape of the left bank along with the high volume of gravel currently being flushed through the river system from upstream erosion sites.
7.	ACT0056	20 May 25	Investigate the depth of the toe of rip-rap rock where the stopbank is under direct attack from the river, Taramakau.	Group Manager – Catchment Management	Complete. WCRC took the decision that investigations involving excavation to physically inspect the toe rock would not be ideal due to cost and complexity as the river is active along the bank at that location. WCRC decided to rather monitor the crest of the stopbank and riprap along that area for slumping and if this was found to be occurring, then we would initiate more detailed investigations. Since then, the stopbank and rock work has been stable. But if we do see this becoming affected then we would conduct the necessary investigations

Item No.	Reference	Date of Meeting	Item	Officer	Update
8.	ACT0058	20 May 25	Investigate the legal status of the Organs Island land transfer and report back to the Operations Committee/Council when information has been provided from staff at the Department of Conservation.	Chief Executive	Ongoing. Well in progress. Land transfer underway and legal advice has been sought.
9.	ACT0059	20 May 25	Prepare a paper on consent requirements for rating district stopbanks, i.e. current consents in place, "grand-father rights" etc.	Group Manager – Catchment Management	Ongoing. Verbal Update to be provided.
10.	ACT0070	17 Jun 25	WCEM to connect with Buller Electricity and McIntyre Transport regarding access to fuel in emergencies.	Group Manager – Office of the Chief Executive	Ongoing. Staff have been in contact with Cr McIntyre to arrange a new date.
11.	ACT0071	17 Jun 25	Follow up with KiwiRail re stream on Stephens Road and closing the gap on Cats Creek.	Group Manager – Catchment Management	Ongoing. The grant was applied for on 1 July 2025, and we received advice that the grant had been approved on 7 November 2025.
12.	ACT0083	16 Sep 25	(Ex Corporate Services Committee): Arrange for a report to each Rating District of their assets and its valuation.	Group Manager – Catchment Management	Complete. This is part of the papers to be discussed at the Rating District's meetings

Item No.	Reference	Date of Meeting	Item	Officer	Update
13.	ACT0084	16 Sep 25	Confirm if the new emergency management pods include a generator and advise the Committee.	Group Manager – Office of the Chief Executive	Complete. The E-Pods include an Anderson 7.5kw Silenced Diesel Generator. Each Epod, including container and contents cost \$25,000.
14.	ACT0085	16 Sep 25	Confirm KiwiRail grant application timeframes to Cr McIntyre.	Group Manager – Catchment Management	Complete. Combined with ACT0071
15.	ACT0086	16 Sep 25	Confirm if the topic of Bailey Bridges was discussed during recent emergency management discussions between Council staff and NZTA and advise Cr Ewen.	Group Manager – Office of the Chief Executive	Complete. The discussion with NZTA was to meet the new South Island Relationship Manager. Bailey Bridges was not discussed.
16.	ACT0088	2 Oct 25	Transferred from Risk and Assurance Committee: Ensure that the WCRC Quick Guide to Capital Expenditure (Capex) Classification goes to all Rating Districts at their next meeting as an agenda item.	Group Manager – Catchment Management	Complete. This is part of the papers to be discussed at the Rating District's meetings

REPORTS

7.1

Monthly Catchment Management Status Report

Author

Tom Hopkins, Capital Programme Manager
 Paulette Birchfield, Area Engineer (Northern)
 Adhikar Haridwal, Area Engineer (Central)
 Wayne Spencer, Area Engineer (Southern)
 Kathryn Watson, AMS Project Manager
 Chantel Mills, Project Accountant
 Peter Blackwood, Chief Engineer, and Westport Flood
 Protection Scheme Project Manager

Authoriser

Darryl Lew, Chief Executive

Public

Excluded

No

Report Purpose

The purpose of this report is to provide Council with an overview of the work undertaken by the Catchment Management team between 20 August and 20 October 2025.

Report Summary

This period, the Catchment Management team have focused on preparing for rating district annual meetings, carrying out maintenance and repair work in various rating districts, and managing major capital works projects co-funded with central government.

Recommendation

It is recommended that the Committee resolve to:

1. *Receive the report.*

Issues and Discussion

Background

The WCRC Catchment Management team undertake a variety of work:

- Managing significant co-funded capital infrastructure projects in Westport, Greymouth, Hokitika and Franz Josef.
- Managing flood and erosion risk and land drainage within 22 Rating Districts through the maintenance of assets and the management of river form (morphology).

Current situation**1. Managing Flooding, Erosion and Drainage within Rating Districts****1.1. Mokihinui Rating District**

A significant storm in mid-September 2025 depleted the sacrificial seawall at Mokihinui. SM Lowe were engaged to rebuild the seawall, and within several days of the storm had completed the repair work.

Figure 1: Depleted seawall at Mokihinui



Figure 2: Replenished sacrificial seawall

1.2 Kowhitirangi Rating District – River Retards

The scope of work involved constructing three retards in the riverbed along the true right bank of the Hokitika River near the Hook Stopbank. This work was initiated in response to active erosion occurring along this section of the bank. This installation is being treated as an experimental trial to assess whether these structures would be effective in slowing the rate of bank erosion. Depending on how river flows interact with the structures over time, the retards may need to be adjusted or supplemented. The works were carried out by Henry Adams Contracting as a permitted activity, given that the retards were placed within an area already eroded by the river. Construction commenced on 7 October 2025 and was completed on 10 October 2025.



Figure 3: Construction of the middle retard in progress



Figure 4: View of the lower retards looking downstream following the October rainfall events

1.3 Hokitika Rating District – Seawall Active Monitoring and Compliance Reporting

This work involves establishing an ongoing monitoring programme to understand the impact of the seawall constructed along the Hokitika beachfront in 2013 and to meet the required compliance reporting conditions. The monitoring strategy consists of using LiDAR and orthomosaic imagery to track geomorphological changes along the Hokitika seafront between Sunset Point and Richards Drive. The exercise involves setting up a routine inspection regime that can be deployed regularly to capture the information needed for accurate monitoring and reporting.



Figure 5: View of the Hokitika Seawall looking north toward Richards Drive

1.4 Wanganui Rating District

A series of weather events were experienced in southern part of the Region between mid-September and the end of October. Although none of these events were individually significant the frequency of the occurrences has resulted in the need for some maintenance repairs. As an example, there were six events recorded on the Wanganui River that triggered the first 4.5m alarm level. Monitoring these events and the subsequent follow-up asset inspections have kept staff busy.

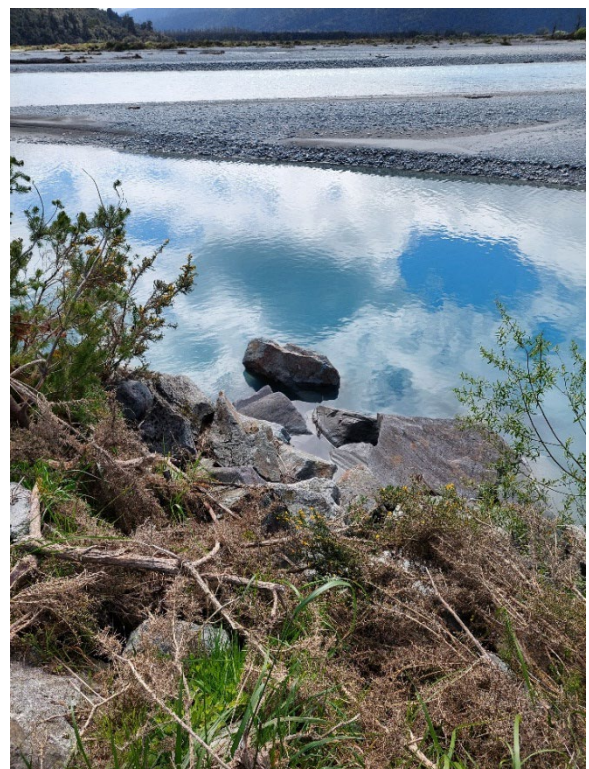


Figure 6: Wanganui River – rock loss at stronghold

A question was received from Councillors regarding an historic approval for the construction by NZTA of a rock groyne on the right bank of the Wanganui River immediately upstream of the road bridge. An investigation into this query has confirmed the rock groyne was constructed following a flood event using a section 330 which enables emergency work to be undertaken to protect an asset. In this case the SH 6 road bridge. A retrospective resource consent was not required in this instance as there was deemed to be no ongoing environmental effects from the construction.



Figure 6: Wanganui River – slumped rock at base of rip rap

There is a concern that the rock groyne is now directing water across to the left bank placing pressure on an existing rock rip rap structure. NZTA have responded to this concern by advising that this is not the case as the rock groyne is too small to influence such a flow change on a large river the size of the Wanganui. An investigation of the site has confirmed that NZTA are correct in their assessment. The change in flow direction from the left bank to the right bank is more a combination of the curvature shape of the left bank along with the high volume of gravel currently being flushed through the river system from upstream erosion sites.

1.5 Franz Josef Rating District – Waiho Avulsion Progress

Following observations made by local residents about the progression of the Waiho Avulsion WCRC staff carried out a LiDAR survey of the area of the riverbed in question and provided the survey data to Land River Sea to compare with the outcome of the March 2025 LiDAR survey and Geomorphic Change Detection Analysis. The formal analysis confirms the observations by local residents:

- The avulsion continues to deepen and widen.
- Its development appears to be progressive rather than as a result of higher magnitude events, although flood events in late October have resulted in further widening on the true right.

- The avulsion is now well confined in its own channel and is unlikely to 'jump back out' and flow down the true left past Rata Knoll, at least in the medium term.
- The avulsion's incision point has migrated rapidly upstream to opposite Canavan's Knob and the bottom end of Havill's Wall, and the mean riverbed level at one of our long-term cross sections is now at its lowest level since 1983.
- Its development is progressing faster than modelled and forecast.
- Havill's Wall could become at risk of undercutting significantly sooner than earlier predicted.

The speed at which the avulsion is progressing is of concern and is emphasizing the need for Westland District Council to expedite its plan to relocate the town's wastewater treatment plant.

1.6 Joint Committee and Rating District Meetings

We are now three quarters through the second round of Joint Committee meetings for the calendar year with the completion of the Franz Josef (31 July) and Hokitika (27 August) and Westport (29 September) Joint Committee meetings. Greymouth is scheduled for 25 November.

Annual General Meetings for the Rating Districts are planned to commence in November, and the Area Engineers and Finance staff have commenced work on preparing Annual Works Reports and Financial Statements.

2. Asset Management System Project

2.1 AMS Project

Transition to the new asset system was completed on 29 September as planned.

The new system provides a centralised asset register for flood and coastal protection assets, along with functionality to record condition inspections and defects against assets.

Key asset information required for revaluation can now be stored directly within the system. For future revaluations and fair value assessments, the data can easily be extracted from the system and provided to valuers.

While this marks a significant milestone, there is still a significant amount of work required to continue improving asset management maturity. Additional information still needs to be captured for each asset, including asset criticality, level of service, and inspection frequency. This will require a structured programme of work to assess the assets and document risk profiles.

A 'lessons learned' session will be held to inform future projects including the development of Version 1.1 of the Asset Management System. Improvement ideas will be recorded and reviewed to define the scope of this next phase.

The current project will be closed in December 2025.

2.2 Asset Inspections and Data Cleansing

Asset inspections for this cycle have largely been completed, with a total of 1640 inspections carried out. The inspection and defect information is now being analysed to support the development of future work programmes.

In addition to scheduled inspections, ad-hoc and post-event inspections are also being recorded. This enables the condition of assets to be tracked over time and supports proactive maintenance planning.

An inspection programme will be developed to align inspection frequency with asset criticality and performance requirements.

3. Capital Projects

3.1 Westport Flood Protection Scheme Project Update

Please refer to the Project Status Reports provided by the project team in Items 8.5 and 12.5 of the agenda.

3.2 IRG Shovel Ready Projects – Greymouth/Hokitika/Franz (Stage 1) Schemes Upgrades Update

Please refer to the Project Status Reports provided by Inovo in Items 8.1, 8.3, 8.4, 12.1, 12.3 and 12.4 of the agenda.

3.3 RIF Flood Resilience Projects – Franz (Stage 2) Scheme Upgrade Update

Please refer to the Project Status Reports provided by Inovo in Items 8.2 and 12.2 of the agenda.

3.4 Future Flood Resilience Projects – Tranches 2 & 3

3.4.1 Tranche 2

We have received formal advice that we have been successful with both our bids for Tranche 2 projects (Greymouth Stages 2, 4 & 5 (\$4,000,000) and Hokitika Stage 3 (\$4,000,000)). We have received a draft contract from Kānoa and this was presented to Council on 13 November 2025 along with a request to delegate authority to the Chief Executive to sign the contract once final details had been agreed with the funding agency. It has been confirmed that the offer from Central

Government is a grant (rather than suspensory loan), co-funded 60% by the Crown and 40% local share.

We will commence formal status reporting for both these projects once the contract has been signed.

3.4.2 Tranche 3

As reported previously a possible third round of Flood Resilience projects has been proposed by Ministers and a call for submissions made by Kānoa via Te Uru Kahika. The Catchment Management team put significant effort into compiling a list of potential projects and submitted this to Te Uru Kahika as a 'first cut' by the deadline (end of August 2025).

Nationally there were approximately \$900 million worth of projects submitted. WCRC submitted projects totalling \$43 million.

On Friday 7 November we received advice that three of the six projects submitted by WCRC have been shortlisted to go to the Minister of Regional Development for a decision. The projects are:

- Westport Flood Resilience Programme (unfunded parts of the Resilient Westport Structural Flood Protection Project).
- Greymouth Small Catchments Programme (Range Creek at Cobden, Saltwater Creek/New River at Paroa).
- Hokitika Flood Protection Scheme Stage 3.

The total value of these projects is approximately \$37 million.

Considerations

Implications/risks

Key risks for Westport: lack of an agreed scope of works, absence of confirmed land access and agreements, and no approved project schedule — all preventing an agreed cost to complete.

The asset management system team is currently reviewing asset defects, condition ratings to identify assets that are no longer providing an appropriate level of service, as well as those assets that are not visible due to their location. Upon completion of this review, a report will be prepared outlining the associated risks.

Significance and Engagement Policy assessment

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

Tangata whenua views

Generally, where operational or capital work requires resource consent and tangata whenua are identified as an affected party, then the West Coast Regional Council will consult with the relevant rūnanga on behalf of the hapu.

Views of affected parties

Operating and maintenance work implemented by the Catchment Management team is identified via condition inspections and feedback from rating district members, or, in the case of crest and bed level surveys, is scheduled according to the 10-Year River and Coastal Protection Scheme Survey Strategy approved by Council. Rating districts provide their views on proposed work programmes via the annual general meetings and via rating district spokespeople in between times.

Where major capital projects are concerned, the views of affected parties are heard through consultation carried out with the relevant rating district, and via consultative processes associated with any consent requirements.

Financial implications

The Catchment Management group's progress toward achieving its financial targets is reported on via the council's quarterly financial performance reporting to Councillors.

Legal implications

There are no matters contained within this report that have known legal implications.

Attachments

Attachment 1: Waiho Avulsion Update (Land River Sea October 2025)

Memorandum

Recipient Name: Tom Hopkins
Recipient Organisation: West Coast Regional Council
Issue Date: 3 November 2025
Author: Rose Beagley

SUBJECT: RAPID LIDAR ASSESSMENT – WAIHO RIVER AND AVULSION – OCTOBER 2025

1. INTRODUCTION

1.1 Scope

West Coast Regional Council (WCRC) has requested Land River Sea Consulting conduct a rapid assessment of the Waiho River and its avulsion using the LiDAR captured on the 16th of October 2025. This assessment is to include discussion of the upstream migration of the avulsion and changes in the avulsion channel width and depth, in this reach, and how these compare to the March 2025 LiDAR.

1.2 Context

In February 2023, a significant flow path (avulsion channel) developed from the Waiho River into the Tatare Stream, upstream of the Waiho Loop.

Eleven months later in January 2024, during a similar sized weather event to the previous summer, the avulsion underwent rapid development as it deepened and widened, and the incision point in the Waiho riverbed extended upstream towards the treatment ponds (true right), whilst at the downstream end of the channel, a fan began to form.

Since then, LiDAR has been captured at regular intervals – July 2024, March 2025 and October 2025 – to allow for monitoring of how the avulsion is developing, and the risk it poses to adjacent infrastructure.

This memo will build upon the previous work completed by Land River Sea (Gardner and Brassington, 2019; Beagley and Gardner, 2024; Beagley, 2024 and 2025) to assess how the avulsion

has developed over the last eight months. As the latest LiDAR has only captured a short reach – just upstream of Canavan's Knob to half way down the avulsion – it will only be focussing on this area.

2. ANALYSIS

2.1 Channel width and depth

Analysis of the March and October 2025 DEMs indicates that the Waiho River is continuing to deepen and widen the avulsion channel as it cuts down into its own fan surface as well as the finer sediments of the Tatare fan.

- The upper two cross sections (1 and 2) show the widening of the avulsion channel, as it erodes the Waiho fan surface on the true left, with lateral erosion of up to 135 m (Figure 2-1 and Figure 2-2). Further upstream, the Waiho continues to incise into its bed, with pronounced channels forming as shown in Figure 2-5 and Figure 2-6 (section 2.2).
- Within the avulsion channel itself, cross sections 3 and 4 show lateral erosion of up to 60 m along the true right. This continues the trend of the avulsion shifting to the east (true right) which could gradually migrate upstream towards the treatment ponds, existing assets, and SH6, as well as erosion of the farmland between the Waiho and Tatare downstream of SH6.

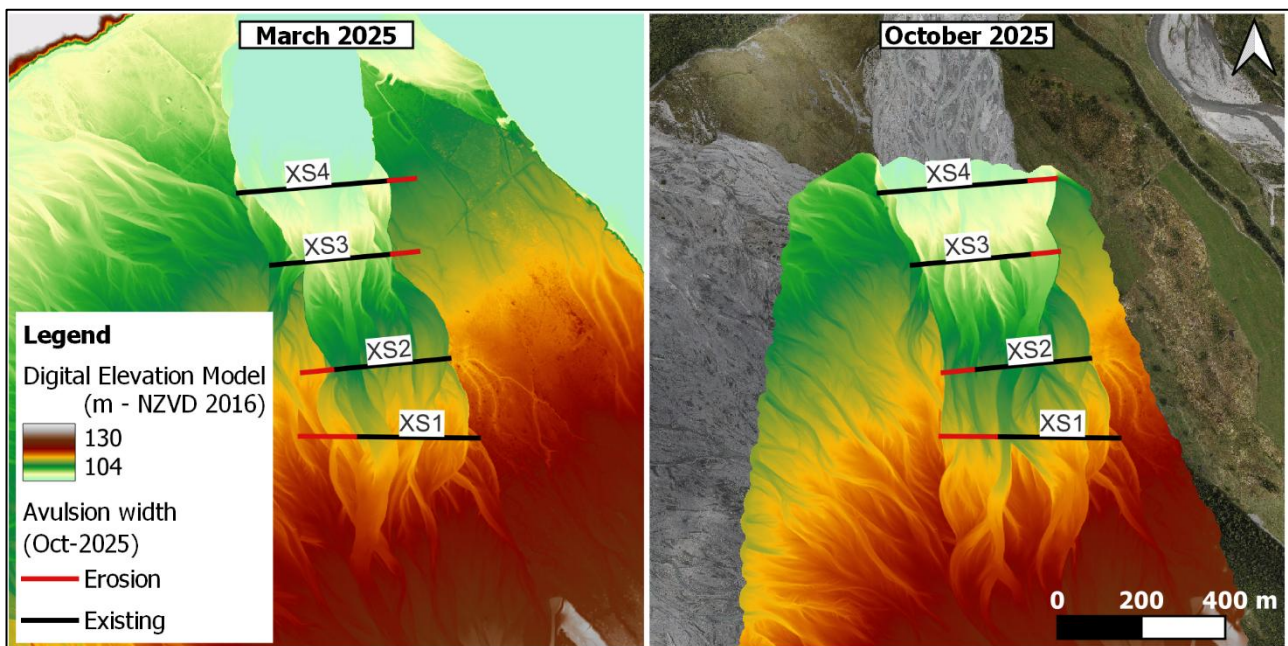


Figure 2-1: Lateral erosion of the avulsion channel between March and October 2025 DEMs

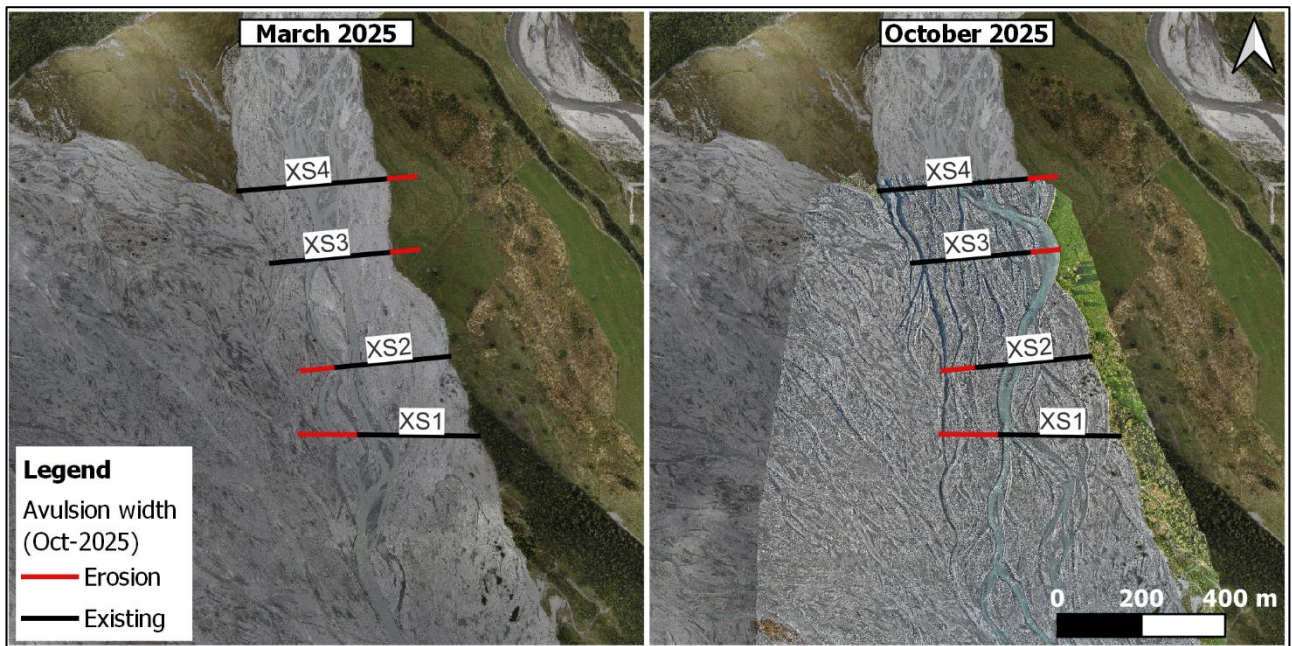


Figure 2-2: Lateral erosion of the avulsion channel between March and October 2025 orthoimagery.

- High resolution satellite imagery over the last eight months indicates that this erosion appears to be progressive rather than the product of a singular significant event (Figure 2-3). As despite lower than average rainfall on the West Coast for most of 2025, erosion has still occurred from month to month. However, periods of prolonged above average rainfall such as this spring (September and October), can exacerbate erosion.
- During the week following the capture of the October 2025 LiDAR, two prolonged rainfall events resulted in further erosion along the true right bank of the avulsion channel (Figure 2-4).

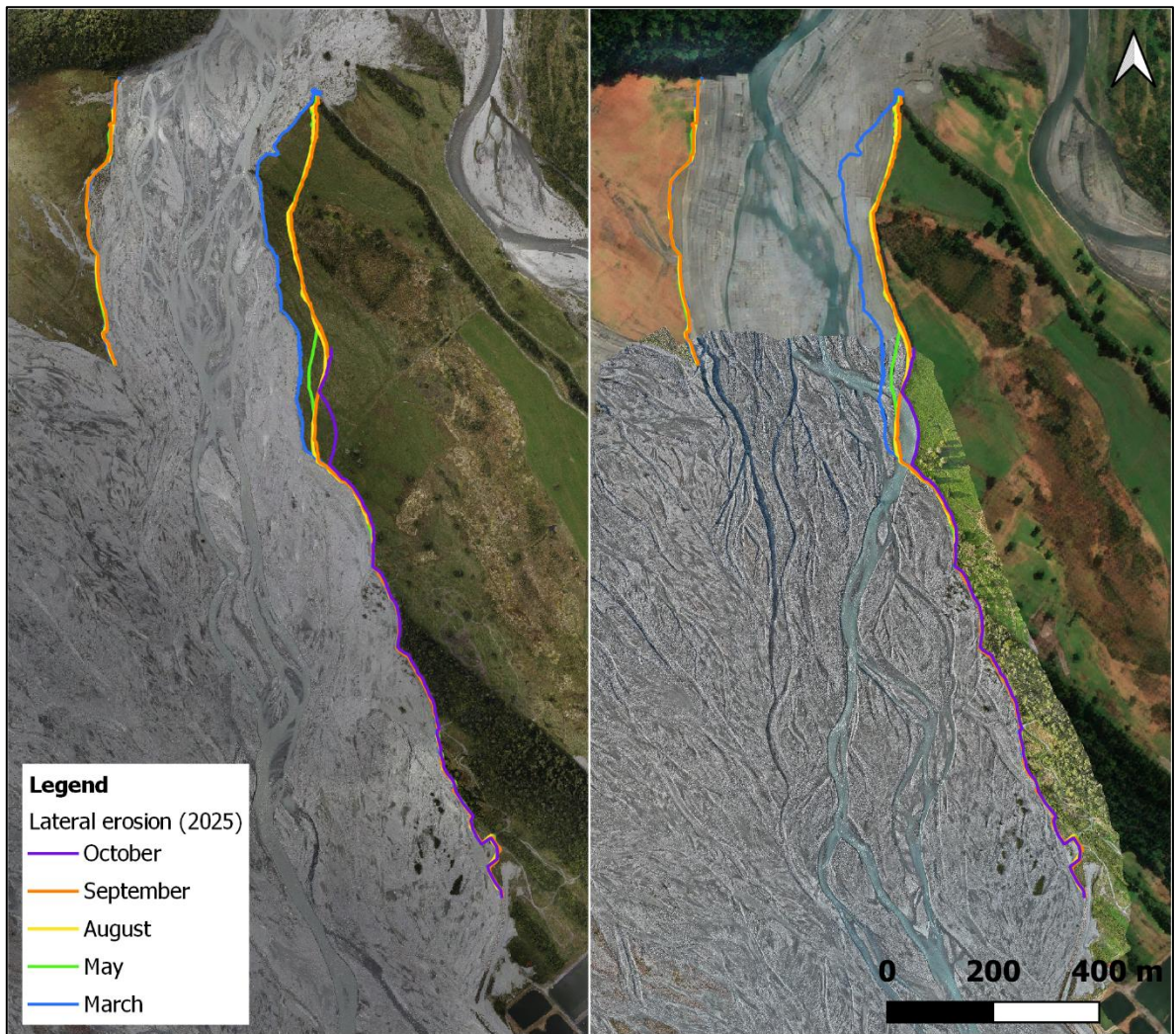


Figure 2-3: Lateral erosion along the avulsion channel in 2025 – traced from LiDAR orthoimagery and high resolution satellite imagery (Sentinel Hub).



Figure 2-4: High resolution satellite imagery from 27th October (after the LiDAR) shows further erosion.

2.2 Upstream migration of the incision point

The point at which the Waiho starts to incise into its fan surface has been extending upstream since the avulsion channel was established in February 2023. This point of incision acts like a knickpoint in the Waiho's longitudinal profile as it marks a distinct discontinuity in the bed elevation and slope, as the avulsion channel is at a much steeper grade to the main Waiho fan surface. The upstream migration will likely continue as the Waiho adjusts its form to create a smooth longitudinal profile through this channel.

Analysis of the March 2025 and October 2025 LiDAR sets suggests that the incision point is now adjacent to Canavan's Knob and the treatment ponds.

2.2.1. Digital Elevation Model (DEM)

Comparison of the March and October digital elevation models (DEMs) indicate that the Waiho River has incised into its own face surface, whilst also migrating the avulsion incision point upstream.

The contour lines (at 1 and 5 m intervals) for each DEM in Figure 2-5 highlight the shape of the avulsion channel. Both LiDAR sets show a defined channel where the avulsion cuts into the Tatare fan. However, across the Waiho fan surface, in March the avulsion contours are much more in line with those of the fan contours, whilst in October the avulsion contours show a pronounced channel up to Canavan's Knob and the treatment ponds.

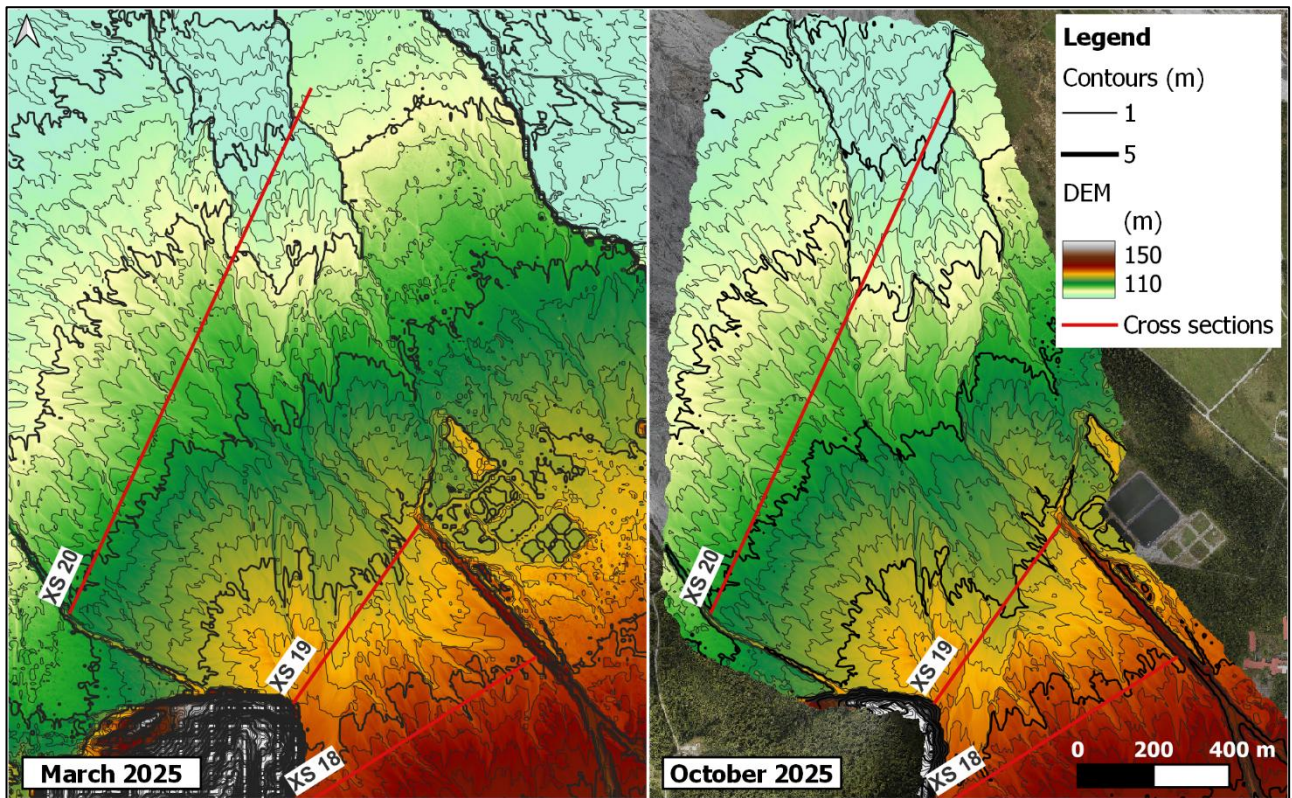


Figure 2-5: Comparison of the March and October 2025 DEMs with 1 and 5m contours.

This change between LiDAR sets, is also evident when the edges of the incised channel from October are overlain over both DEMs (Figure 2-6).

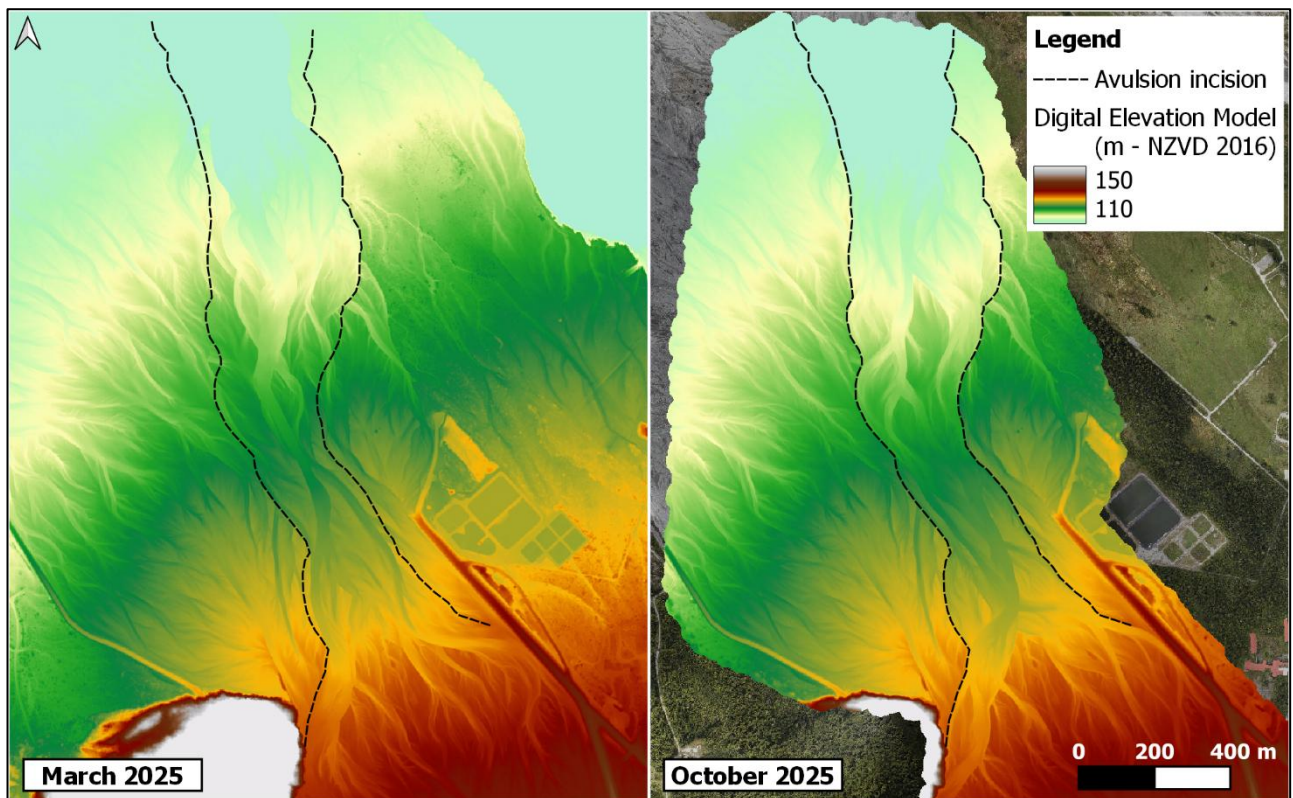


Figure 2-6: Comparison of the March and October 2025 DEMs overlaid with the October 2025 avulsion incision edges.

2.2.2. Geomorphic Change Detection (GCD)

GCD analyses comparing the October 2025 LiDAR to the March 2025, July 2024, and 2016 LiDAR surveys have been completed to better understand the upstream migration of the incision point.

- As can be seen in Figure 2-7, since 2016, the Waiho has substantially built up the true left of its fan downstream of Canavan's Knob. This deposition zone will be discouraging flow across the true left to the gap between Rata Knoll and the Waiho Loop, and encouraging them to the true right into the avulsion.
- With the main flow of the Waiho in the avulsion channel, it has continued to incise into both the Tatare and now its own fan surface over the last eight months. The March to October 2025 GCD, shows channelised erosion all the way up to Canavan's Knob, where the channel dissects, one branch along Havill's wall and the other to Canavan's Knob (Figure 2-7).

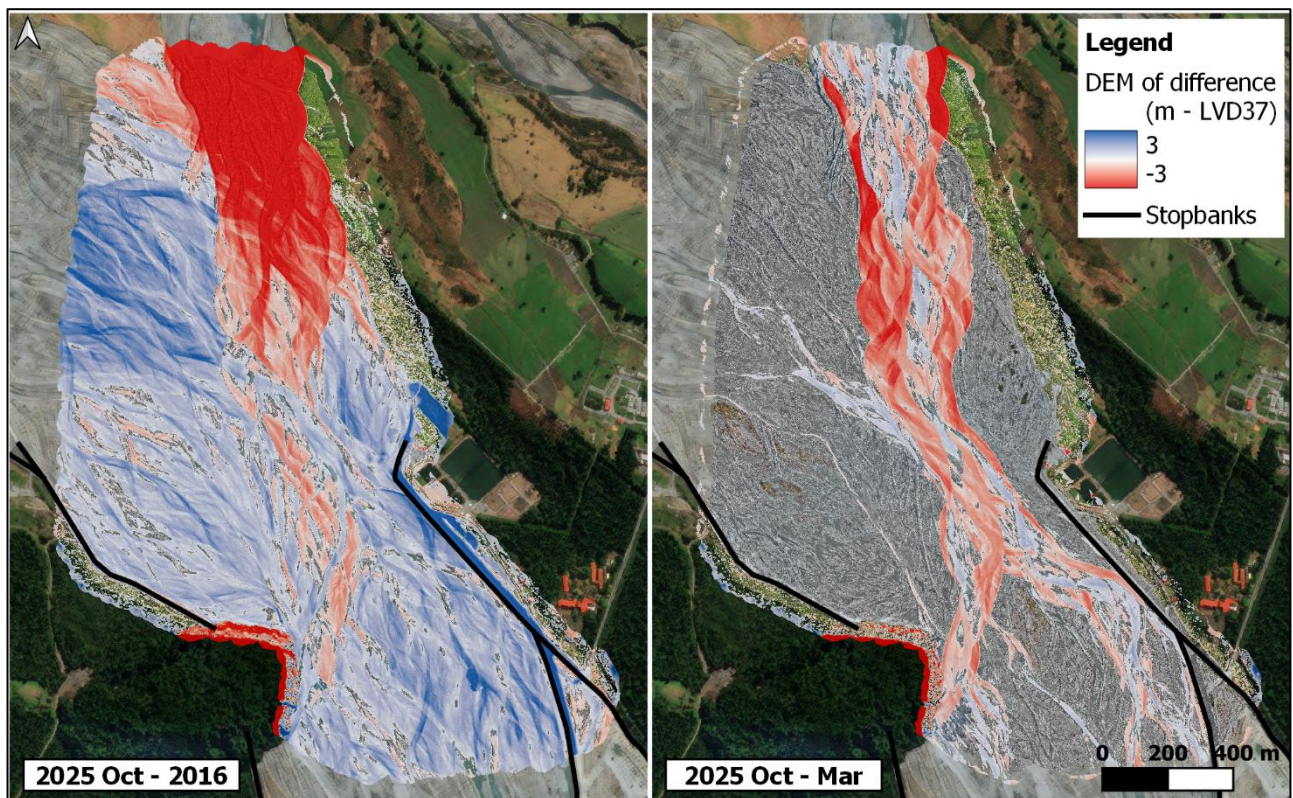


Figure 2-7: GCD results between October 2025, and 2016 (left) and March 2025 (right).

The NIWA morphological model has generated forecasts from the July 2024 LiDAR surface. Comparing the actual LiDAR GCD (July 2024 to October 2025) with these forecasts, suggests that the avulsion development is occurring at faster rate than forecast (Figure 2-8).

- The forecast for January 2026 (the closest to the latest LiDAR) shows erosional activity mainly confined to the avulsion channel across the Tatare fan, with it only just transitioning onto the Waiho fan.
- The January 2029 forecast shows large amounts of erosion on the Waiho fan surface, with a channel extending up to Canavan's Knob and the treatment ponds, where it then dissects, forming a channel along the true left, and the start of one along the true right.

The July 2024 to October 2025 GCD appears to be much more similar in activity to the 2029 forecast, as it shows large amounts of incision across the Waiho fan surface, and a pronounced channel up to Canavan's Knob and the treatment ponds, which then dissects into two branches (Figure 2-8).

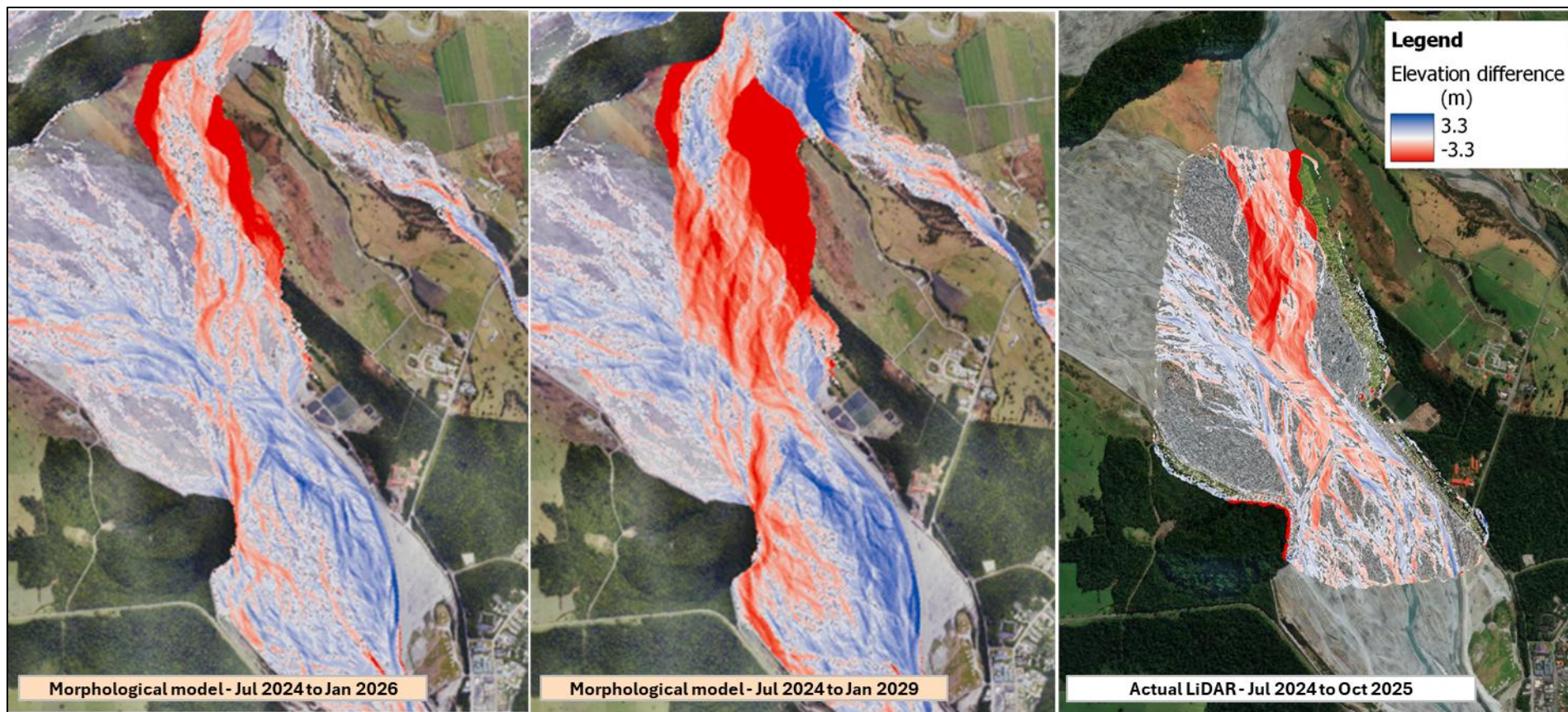


Figure 2-8: Comparison between the morphological model forecast for 2026 and 2029, and the actual LiDAR (Jul 2024 to Oct 2025) GCD results.

2.2.3. Cross sections

Of the three cross sections that fall within the reach captured by the LiDAR – 18, 19 and 20 (Figure 2-9) – both 19 and 20 show significant incision between March and October.

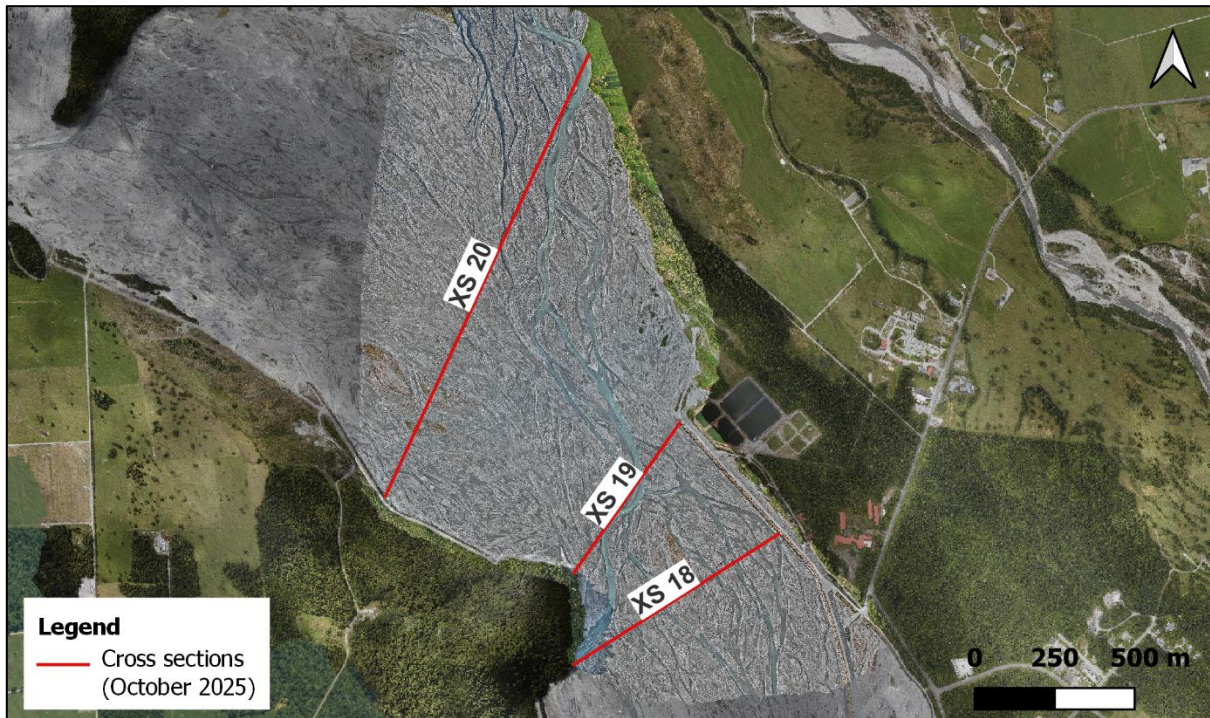


Figure 2-9: Cross section locations with October 2025 LiDAR extent.

Cross section 18 does not yet show any signs of incision from the avulsion (Figure 2-10). This aligns with the contours overlain on the DEMs in Figure 2-5.

The change in cross section 19 – located adjacent to Canavan's Knob and the treatment ponds – is particularly notable, as it now shows substantial incision down its middle highlighting the progression of the incision point upstream (Figure 2-11). Furthermore, the true left is now elevated above the rest of the cross section which is likely to encourage the Waiho to continue to flow into the avulsion, and make it more difficult for it to flow to the true left to Rata Knoll.

Cross section 20 continues to incise down on the true right where the avulsion channel has formed (Figure 2-12). There is now a 12 m difference between the true left and true right sides of this section.

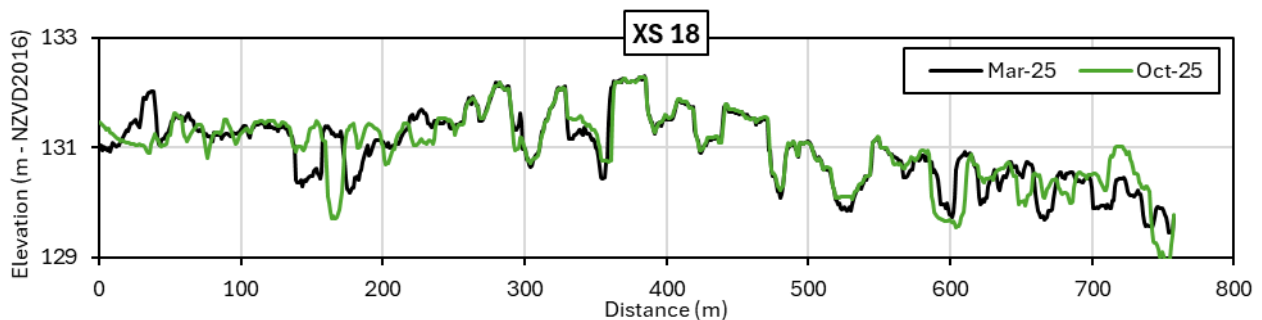


Figure 2-10: Cross section 18 with the elevations (NZVD 2016) from March and October 2025.

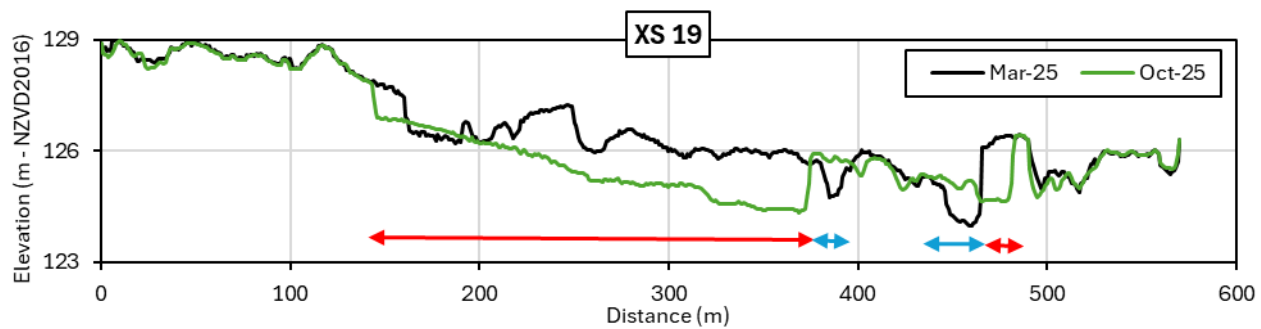


Figure 2-11: Cross section 19 with the elevations (NZVD 2016) from March and October 2025.

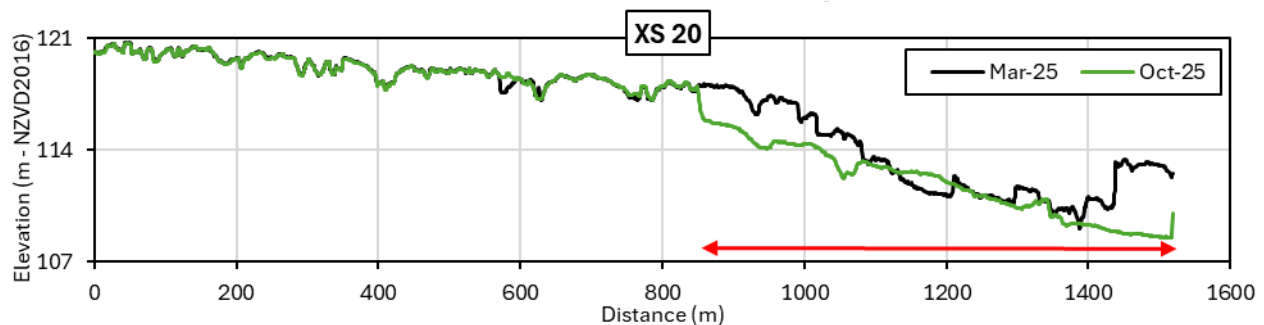


Figure 2-12: Cross section 20 with the elevations (NZVD 2016) from March and October 2025.

2.2.4. Mean Bed Levels

Mean bed levels (MBL) of the three cross sections – 18, 19 and 20 (Figure 2-9) – have also been calculated, and plotted with previous years.

The MBL results support what the DEM and elevation data is showing:

- The MBL of the most upstream cross section (18) has not changed since March 2025 (Figure 2-13). This cross section is just upstream of where the DEM is showing the incision has progressed to, and where the fan is still relatively uniform across its face with multiple braids rather than distinct large channels (Figure 2-10).
- The most significant change in MBL occurs at cross section 19 (adjacent to Canavan's Knob and the treatment ponds). In this location, the MBL decreased, returning to levels similar to those in 2019 and 2021 (Table 2-1).

Table 2-1: Mean bed levels (m – LVD37) at cross section 19 from 2015 to 2025.

2015	2016	2019	2021	2023	2024-Jan	2024-Jul	2025-Mar	2025-Oct
125.32	125.62	126.51	126.49	126.88	127.31	126.80	126.92	126.54

- At cross section 20, the MBL continues to go down (Figure 2-15). This latest step, however, is greater than the previous two intervals (January to July 2024, and July 2024 to March 2025) and this cross section is now lower than it has ever been since surveys began (1983).

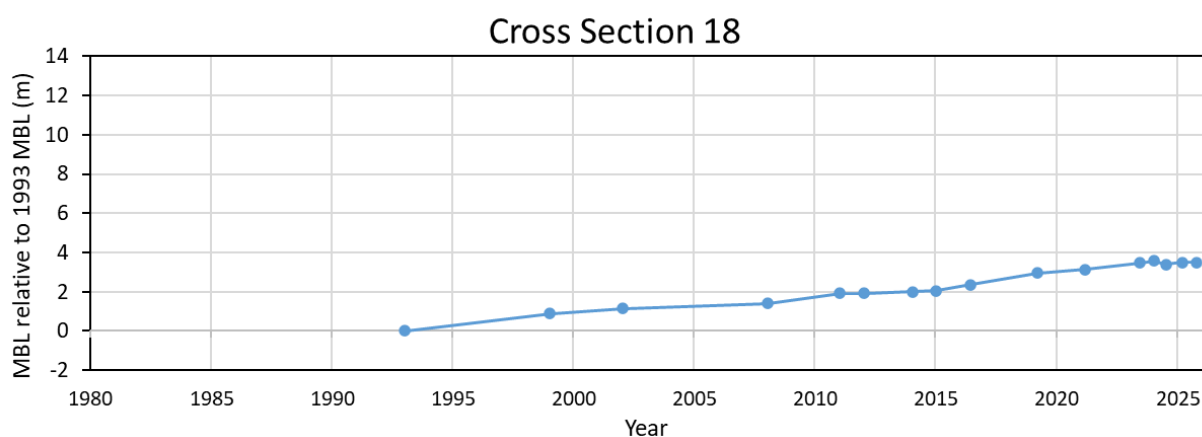


Figure 2-13: MBL relative to 1993 MBL at cross section 18.

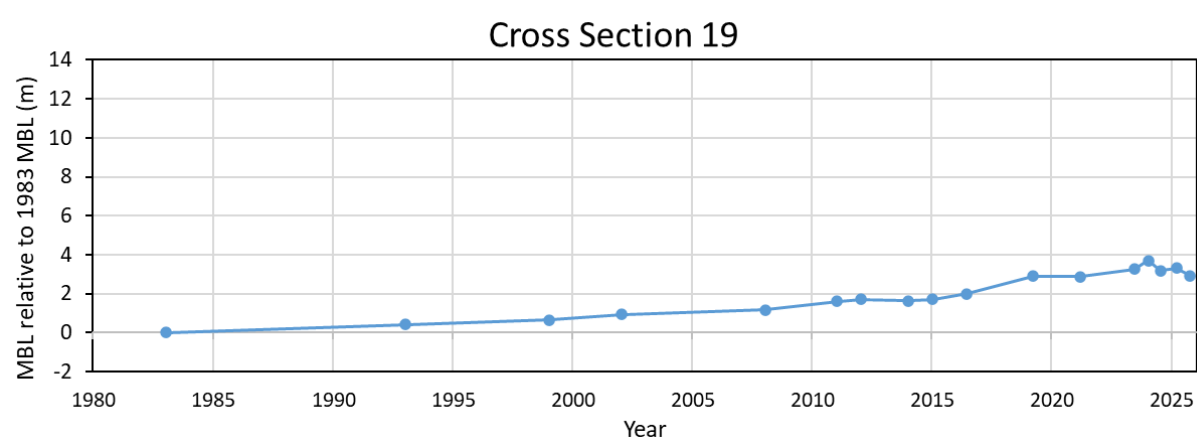


Figure 2-14: MBL relative to 1983 MBL at cross section 19.

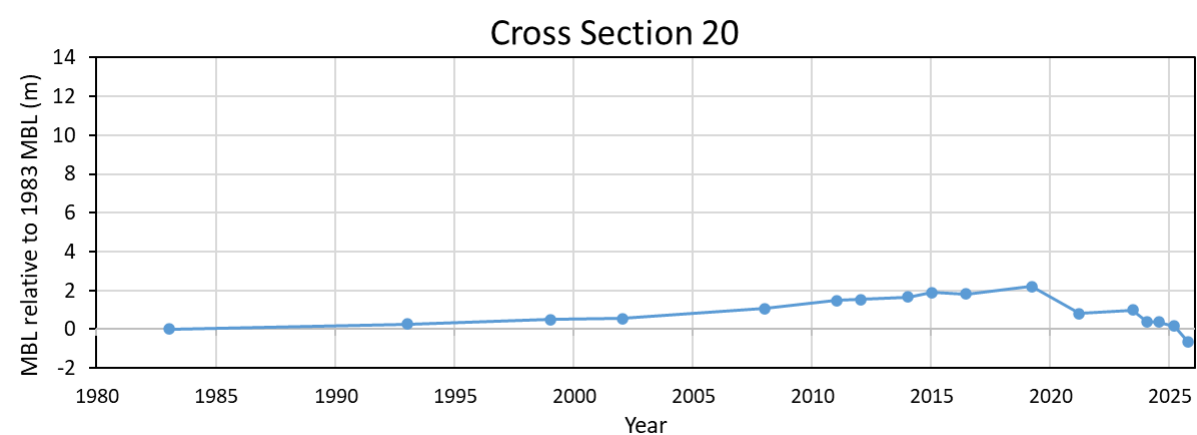


Figure 2-15: MBL relative to 1983 MBL at cross section 20.

Furthermore, comparing the MBL results with the NIWA morphological model results and the design level along Havill's wall (forecast based on the aggradation rate), shows that upstream migration may be occurring more rapidly than modelled and forecast.

- At cross section 18 (Figure 2-16), the latest MBL is still similar to that of the morphological model and what has been forecast (design levels).

- At cross section 19 (Figure 2-17), however, the MBL has dropped below both the model and forecast for 2025, but also for the lowest MBL forecast (2029).

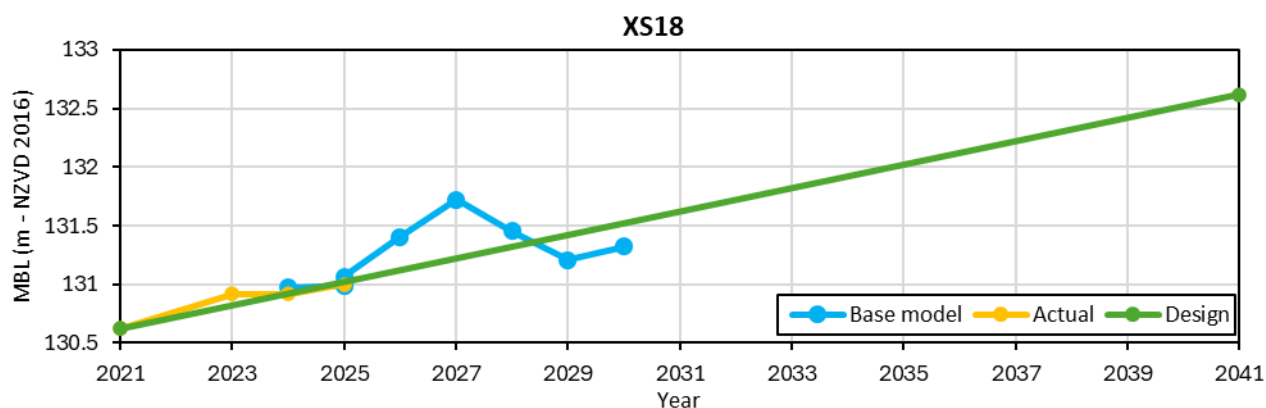


Figure 2-16: Morphological model, actual LiDAR and design mean bed levels at XS18.

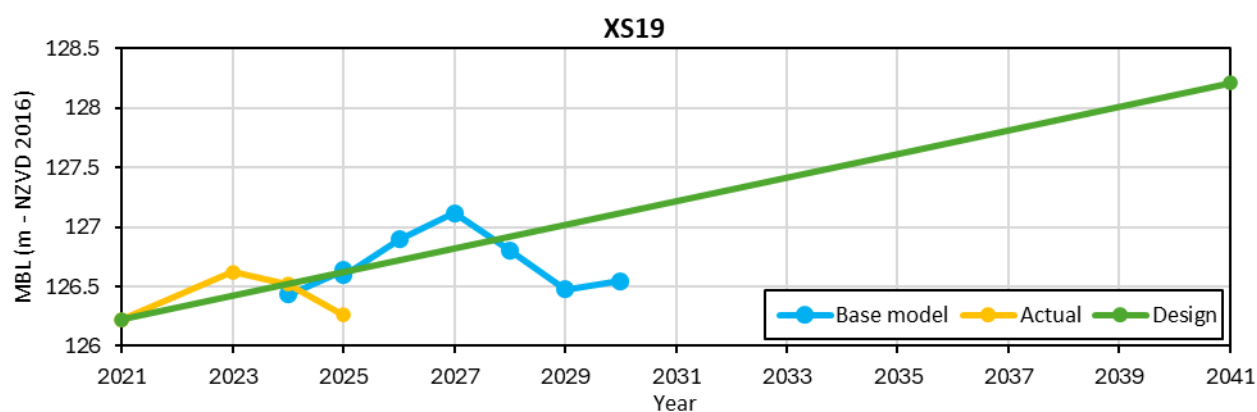


Figure 2-17: Morphological model, actual LiDAR and design mean bed levels at XS19.

2.2.5. Long section profile

To better understand the upstream migration of the incision point, a longitudinal profile along the October 2025 main channel (including the Canavan's branch) with both the March and October elevations has been plotted. Whilst Figure 2-18 highlights the incision that has occurred since March 2025 into the Waiho fan surface, it also shows that the slope of the upper fan (March 2025) is still slightly less than that downstream of Canavan's Knob (October 2025). Thus, the incision point is likely to continue to migrate upstream until the Waiho can establish a uniform gradient between both fan and avulsion channel.

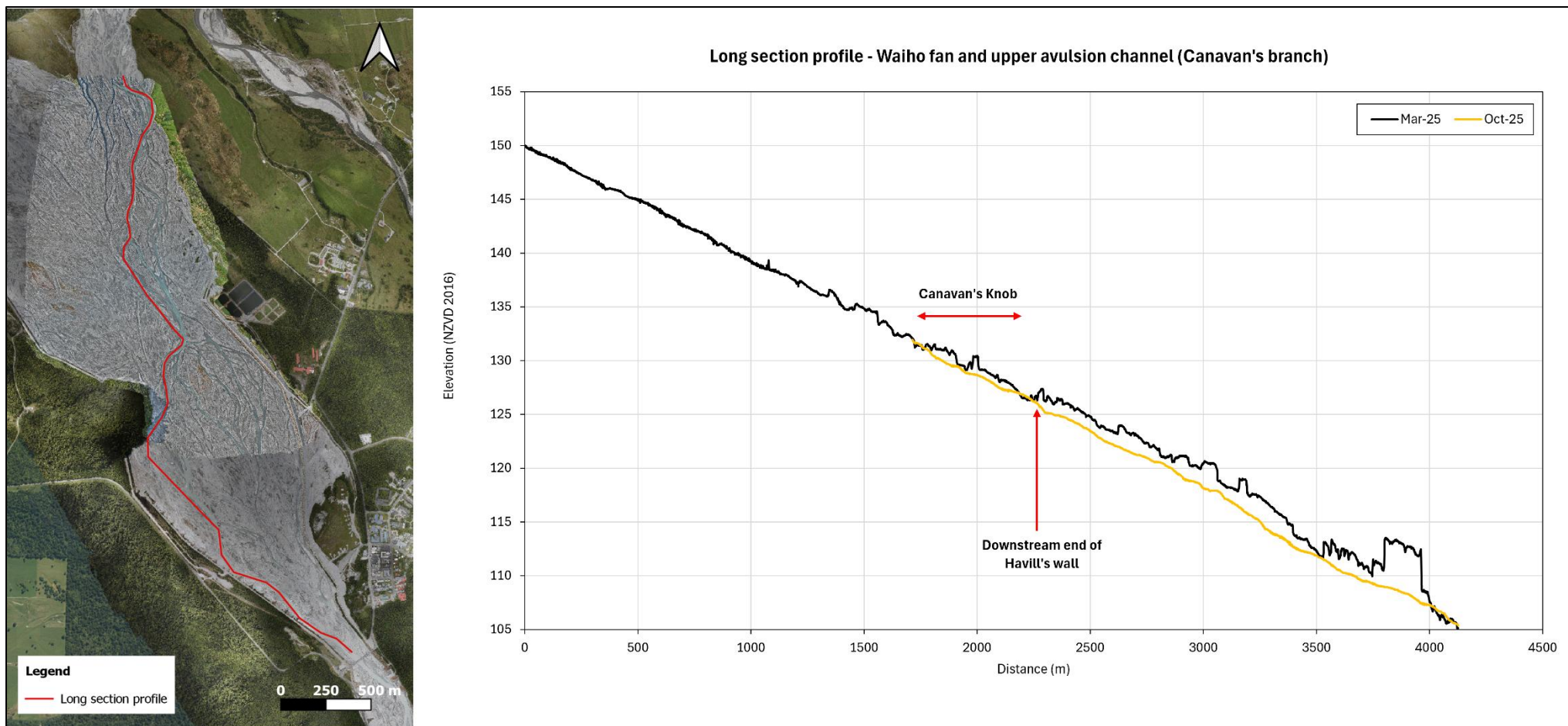


Figure 2-18: Long section profile down the October 2025 main channel with the Canavan's branch, and the March 2025 elevations for comparison.

3. COMMENTARY

This analysis has found that over the last eight months the Waiho River has continued to deepen and widen its avulsion channel into the Tatare Stream.

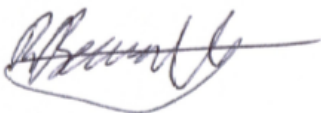
- Lateral erosion along the true right continues, eroding the farmland between the Tatare and Waiho.
- This erosional behaviour is no longer limited to the Tatare fan surface, as the Waiho is now significantly cutting into its own fan. The mean bed level at cross section 20 lower than it has ever been since surveys began (1983), and at cross section 19 continues to lower.
- The avulsion incision point has also rapidly extended upstream. A pronounced channel has formed in the Waiho fan up to Canavan's Knob and the treatment ponds which then dissects into two channels, one to the true left (Canavan's Knob and the NZTA stopbanks), and the other to the true right (Havill's wall and the Link bank).
- This activity does not appear to be the product of a significant event nor the result of the higher than average spring rainfall this year. High resolution satellite imagery suggests change has been occurring throughout the year, despite lower than average rainfall totals.
- It also appears to be occurring at a faster rate than what has been forecast by the morphological model.
- A long section profile down the October 2025 main channel shows that the upper fan profile (above Canavan's Knob; March 2025) is less steep than downstream of Canavan's Knob. Thus, the upstream migration of the incision point is likely to continue as the Waiho works to create a uniform gradient.

The implications of this development are that:

- Havill's wall could become at risk of undercutting significant sooner than predicted. This is based on the downstream behaviour of the avulsion which over the last couple of years tends to incise first, and then widen. Therefore, if this pattern continues, the entrenched channel that has formed up the Waiho fan to Canavan's Knob and the treatment ponds is also likely to widen with time, putting the ponds at significant risk.

Please contact me if you need further clarification.

Kind regards,



Rose Beagley (BSc, MSc)
Geomorphologist / Water Resource Scientist
Land River Sea Consulting Ltd

7.2 Hokitika Seawalls Consents – Update and Next Steps

Author**Authoriser** Tom Hopkins, Capital Programme Manager**Public** No**Excluded**

Report Purpose

To update the Committee on the situation with resource consents for the Hokitika seawalls and seek endorsement of the options being considered as next steps.

Report Summary

Parts of Hokitika are vulnerable to coastal erosion hazard. The risks to people, property and infrastructure are managed by rock riprap seawalls and groynes, and relevant provisions in the Westland District Plan and the Te Tai o Poutini (TTPP) plan. The seawalls and groynes are owned by West Coast Regional Council (WCRC) and by Westland District Council (WDC).

Since 2019 WCRC has been developing a proposal to extend one of the existing seawalls, and lodged consent applications in 2022.

In 2021, while planning & design was underway for the seawall extension a temporary seawall was constructed due to immediate and increasing erosion of the dune seaward of beachfront property. It was intended that the temporary seawall would be replaced by the seawall extension once design and consent were obtained. The work was undertaken under the emergency works provisions of the Resource Management Act 1991 (RMA). Retrospective consents were required but never applied for within the required timeframe. Applications for consent for the seawall to continue to occupy the foreshore were prepared in 2023 and lodged with both Councils.

In July 2025 WCRC withdrew the applications so that alternative options could be considered. On 27 August 2025 WCRC received an abatement notice from WDC requiring WCRC to remove the temporary seawall or obtain the necessary resource consents no later than 27 February 2026. The seawall has not yet been removed nor have consent applications been lodged.

The two options being considered in response to the abatement notice are:

- **Option 1** – Remove the temporary, unconsented seawall, placing removed rock at the northern end of the existing consented seawall or somewhere elsewhere that does not require consents to be obtained.

- **Option 2** – Obtain consents for the temporary, unconsented seawall to remain in place until December 2028 at which point it would be removed.

For both options, further work on obtaining consents for the seawall extension would remain on hold and the applications would not be re-lodged as part of either option.

It is also proposed that WCRC engage with WDC and iwi on potential approaches to development of a long-term strategy for managing the coastal erosion and inundation risks for Hokitika.

Recommendations

It is recommended that the Committee resolve to:

1. *Receive the report.*
2. *Note the situation with resource consents for the Hokitika seawalls.*
3. *Note the abatement notice served on West Coast Regional Council by Westland District Council dated 27 August 2025.*
4. *Endorse assessment of the two options being considered for responding to the abatement notice.*
6. *Request staff report back on the assessment of the two options and a recommended option.*
7. *Note that the consent applications for the proposed seawall extension will not be lodged.*
8. *Request staff engage with Westland District Council and iwi on potential approaches to development of a long-term strategy for managing coastal erosion and inundation risks for Hokitika.*

Issues and Discussion

Background

Parts of Hokitika are vulnerable to coastal erosion hazard¹. The risks to people, property and infrastructure are managed by rock riprap seawalls and groynes (Figure 1), and relevant provisions in the Westland District Plan and the Te Tai o Poutini (TTPP) plan.

¹ Gibb, J. 1987. *A Coastal Hazard Management Plan for Hokitika*, Gibb, National Water and Soil Conservation Authority Publication, No.29. Wellington.



Figure 1 – Hokitika seawalls and groynes

The seawalls and groynes are owned by West Coast Regional Council (WCRC) and by Westland District Council (WDC). They have been constructed at various times and to varying standards and have varying levels of effectiveness. WCRC's seawalls and the groynes are part of the Hokitika Rating District.

Since 2019 WCRC has been developing a proposal to extend one of the existing seawalls ("seawall extension"). The proposal sought to take advantage of central government funding (Infrastructure Reference Group "Shovel-Ready" Projects) and was included in an application to government. Funding of \$7M was approved by government in 2020 for a package of works comprising the seawall and flood protection on the north bank of the Hokitika River. At the time of application, the seawall extension was estimated to cost \$5M to construct. In October 2022 the estimated cost was revised to \$11.3M, assuming WCRC did not have to respond to any appeal of the consents, should consents be granted.

In 2022 due to cost pressures WCRC sought reallocation of government funding for the seawall extension to the Hokitika River flood protection scheme upgrade. The reallocation was approved by government. WCRC's component of the remaining funding for the seawall would be used to fund completion of design and obtaining consents only, as there is insufficient funding to commence construction of the seawall extension. The consents, if granted, were intended to enable construction to commence should the need arise, and funding become available.

Applications for consents for the seawall extension were lodged with WCRC and WDC in 2022. The applications were notified in 2023, and 37 submissions were received. At WCRC's request the applications were placed on hold so that responses to the matters raised in submissions could be considered.

One of the seawalls owned by WCRC ("temporary seawall") was constructed between 2019 and 2021 following a series of storms that eroded parts of the shoreline (Figure 1). The work was undertaken under the emergency works provisions of the Resource Management Act 1991 (RMA)². Retrospective consents were required³ but never applied for within the required timeframe. Applications for consent for the seawall to continue to occupy the foreshore were prepared in 2023 and were lodged but not notified. The seawall was not built to an engineered standard, and parts are in poor condition. The seawall is inducing erosion at the northern end ("end effects").

In February 2025 the Hokitika Rating District Joint Committee endorsed the applications for both seawalls (existing temporary and proposed seawall extension) being progressed simultaneously⁴. This approach was also endorsed by the Operations Committee in June 2025. It was considered the most efficient way of dealing with consenting, for WCRC and parties to the proceedings. It also recognised the interconnectedness of the proposals, as the intention was to incorporate rock from the existing temporary seawall into the proposed seawall extension.

On 25 July 2025 WCRC withdrew the consent applications for the seawall extension and the temporary seawall so that alternative options for dealing with the seawall situation could be considered.

On 27 August 2025 WCRC received an abatement notice from WDC requiring WCRC to remove the existing temporary seawall or obtain the necessary resource consents no later than 27 February 2026. It is noted that the notice requires that consents are obtained (i.e. granted) rather than lodged. The seawall has not yet been removed nor have consent applications been lodged.

Introduction

WCRC needs to decide how to respond to the abatement notice for the temporary seawall. Broadly speaking the options available are to remove the seawall (in whole or part) or apply for consent for the continued occupation of the foreshore. Both options involve cost and risk for WCRC. Doing nothing is not a feasible option as that

² s330.

³ s330A.

⁴ *Hokitika Seawall Extension Update*. Report to Hokitika Rating District Joint Committee, 3 February 2025.

would be unlawful. WCRC also needs to decide whether and how to progress the proposed seawall extension.

This paper describes issues relevant to WCRC's decision-making on these matters and proposes next steps.

Issues

There is no funding for constructing a seawall extension

The situation with the two seawalls has evolved from one where there was an opportunity for central government to part-fund mitigation of the coastal erosion risk. However, the LTP makes no provision for funding and as noted above, government funding for a seawall is no longer available. Decisions on whether to fund a seawall extension are best made during development of the next LTP, with the opportunity for the community to have input into that decision-making through the LTP consultation process.

The benefits of the seawall extension are limited and short-term

There is no strategy for managing coastal erosion risk for Hokitika and the coastal hazard management plan⁵ is outdated. In the absence of a strategy, it is uncertain whether a seawall is the best option. It is also not known what complementary measures are needed, such as monitoring and maintenance, and the costs of those measures.

The detailed design report states that the proposed seawall extension has a design life of 10 to 15 years and *"dependent on the results of the DAP⁶ and APS⁷, either the revetment asset will be renewed (i.e. rebuilt) with a design life consistent with the APS or the asset will be removed"*⁸. The benefit would therefore be provided over a very short period, especially given that the shoreline needs to retreat before the proposed resource consent would allow construction of the seawall.

The Assessment of Environmental Effects (AEE) accompanying the consent applications refers to the effects of sea level rise however the duration of the activity for which consent is sought (i.e. 10 to 15 years) is too short for sea level rise to have a significant adverse effect.

⁵ Gibb, J. 1987. *A Coastal Hazard Management Plan for Hokitika*, Gibb, National Water and Soil Conservation Authority Publication, No.29. Wellington.

⁶ Dynamic Adaptive Pathways Planning.

⁷ Adaptive Planning Strategy.

⁸ Beca Limited. 2022. *Hokitika Revetment Extension, Detailed Design Report*. Prepared for West Coast Regional Council. 16 August 2022. p15.

Further work is needed on the consent applications

The applications for the temporary seawall and the seawall extension require further work before the consenting process could continue. This includes:

- Addressing evidence gaps including matters raised in submissions (e.g. ecology).
- Developing and describing erosion and shoreline retreat scenarios and the scale and severity of the impacts and risks so that the need for the seawall is better explained.
- Using the latest guidance from MfE⁹ to update information that is based on the 2017 guidance.
- Clarifying implementation details for the seawall extension including alignment, triggers, decommissioning arrangements, and the design life and what that means in practical terms (and costs) for the future “rebuild” signalled in the consent applications.
- Updating the planning assessment to address TTPP and changes in national legislation and policy.

In addition, the consenting process will require preparation of briefs of evidence, and expert participation in the hearing. This phase would be led by legal counsel supported by experts. This will involve costs. There is no certainty that consent would be granted, and a possibility that consents may be appealed.

Committing to a Strategy through conditions of consent

The consent application for the seawall extension states that the purpose of the consent is *“to allow for WCRC to plan and implement a longer term adaptive coastal management strategy”*. The revised AEE states the seawall will *“allow the community to develop a longer-term plan to manage coastal hazards in Hokitika”*. The application for the temporary seawall states¹⁰ *“there will be a need for WCRC to develop a long-term adaptive pathways plan for Hokitika, in collaboration with WDC, iwi, the community and other key stakeholders, for natural hazards including coastal erosion and inundation”*. These commitments are significant undertakings and are not provided for in the 2024–2034 Long Term Plan. There is a risk that WCRC commits to activities that it has not budgeted for or adequately scoped and therefore cannot deliver.

The application for the temporary seawall includes the following condition volunteered by WCRC:

“11. The consent holder shall form a joint working group to undertake an Adaptive Management Strategy for the long-term management of the coastal hazard risks at Hokitika. The Adaptive Management Strategy shall be prepared in

⁹ Ministry for the Environment. 2024. *Coastal Hazards and Climate Change Guidance*. Wellington.

¹⁰ p56.

accordance with the most up to date legislation and direction from Central Government to help guide climate change adaptation in New Zealand and be completed prior to 31 December 2030."

The application for the proposed seawall extension includes a similar condition, also volunteered by WCRC:

"26. The consent holder shall form a joint working group to undertake an Adaptive Management Strategy for the long-term management of the coastal hazard risk within Hokitika. The Adaptive Management Strategy shall be prepared in accordance with the most up to date legislation and direction from Central Government to help guide climate change adaptation (including managed retreat) in New Zealand and be completed prior to 31 December 2030."

It is noted that proposed Condition 26 contains the additional wording, *"including managed retreat"*. WCRC has not engaged with the community or stakeholders on whether managed retreat is a feasible option to be considered.

If consents are granted with these two conditions, then WCRC as consent holder would be committing to an adaptation strategy without having prepared estimates of cost or made provision in the LTP. Pre-work such as engaging with partners to check their willingness and ability to participate in such a process has not been undertaken. The technical information required to inform a strategy has not been identified and may take time and cost to gather. These matters need to be resolved before the applications could be progressed.

It is noted that the commitments proposed to be encapsulated as conditions of consent are enforceable. It would be risky to rely on the ability to seek a variation of the consent conditions in the future should WCRC find it difficult to fulfil its consent obligations.

Whether other natural hazards should also be considered

The focus has been on coastal erosion hazard however there are other known hazards in this locality. There is insufficient information to assess whether coastal erosion hazard presents the highest risk to the community and hence whether managing coastal erosion risk is the highest priority.

It would be best to progress a strategy and community engagement process that deals with all natural hazards for Hokitika in an integrated way. This is desirable even if that process and the strategy that is produced determine that only some of them are to be actively managed. It ensures that management responses are properly prioritised. It is the most equitable approach as not all parts of the community are affected in the same way or for the same hazards.

However, dealing with all natural hazards as part of the strategy may be too ambitious. Also, technical information required to inform a strategy is unlikely to be available in time to meet the timeframe specified in the proposed conditions (31 December 2030). The Natural Hazards Information Strategy for the West Coast identifies information gaps for Hokitika and describes a work programme and supporting actions to address this¹¹. Most activity, other than scoping, commence in the next LTP period. This would be too late to inform the strategy work specified in the consent condition.

National Adaptation Framework and Proposed National Policy Statement for Natural Hazards

The government has recently released a National Adaptation Framework (NAF) for climate-related natural hazards¹². It intends amending the Climate Change Response Act 2002 in 2026 to clarify requirements for local government by requiring adaptation plans in priority areas with the initial plans prioritising risks from flood and coastal hazards in places where people live¹³. Regional spatial planning decision-makers will identify locations that require an adaptation plan through developing a spatial plan (under the proposed Planning Act). Where an adaptation plan has been prepared and meets regulatory requirements, councils will have access to accelerated regulatory and/or investment implementation pathways.

The purpose of an adaptation plan prepared under the NAF includes providing strategic planning and coordination of actions and investment needed to manage climate-driven natural hazard risks. They must include the territorial authority's objectives and intentions for managing climate driven natural hazard risk, including its approach to uncertainty and residual risk. Where a priority location has been identified, the relevant territorial authority or authorities will be responsible for leading the preparation of adaptation plans and adopting these plans. Tasks may be shared between regional councils and/or territorial authorities at their discretion. Notably, it is territorial authorities that would have the responsibility for preparing adaptation plans, but would be supported by regional councils.

¹¹ *Natural Hazards Information Strategy and Implementation Plan*, Report to 15 April 2025 Operations Committee, West Coast Regional Council.

¹² Ministry for the Environment. 2025. *National Adaptation Framework*. Wellington.

¹³ Office of the Minister of Climate Change. 2025. *Cabinet Paper: Establishing a National Adaptation Framework*. 22 September 2025.

Government is consulting on a proposed National Policy Statement for Natural Hazards. The outcome of this will have implications for how the coastal erosion hazard for Hokitika is assessed and risk tolerance is determined.

Options

Having regard to the issues described above, the following two options are being considered:

- **Option 1** – Remove the temporary, unconsented seawall, placing removed rock at the northern end of the existing consented seawall or somewhere elsewhere that does not require consents to be obtained.
- **Option 2** – Obtain consents for the existing, unconsented seawall to remain in place until December 2028 at which point it would be removed.

For both options, further work on obtaining consents for a seawall extension would remain on hold and the applications would not be re-lodged as part of either option.

The date of December 2028 in Option 2 allows time for both councils to further consider the situation as part of preparing 2027–37 Long Term Plans.

The assessment of both options is underway. This includes an assessment of the coastal erosion risks for both options, and a methodology for removing the existing temporary seawall. The assessment and the preferred option will be reported to Council for decision-making next month.

Both options involve cost and risk for WCRC in terms of complying with the abatement notice by the due date and managing the coastal erosion risks until such time as a long-term strategy is in place. There is a risk that the consent to continue to occupy the foreshore (Option 2) is not granted by the date specified in the abatement notice. The evidence gaps in the application for the seawall extension would need to be addressed in the application for the temporary seawall.

The consultation undertaken as part of the consenting process for the temporary seawall and the seawall extension gives some insight into community views on coastal erosion risk for Hokitika. The process is however attempting to resolve issues which are best addressed through non-statutory planning and Local Government Act 2002 (LTP) processes.

The consenting process has highlighted that a strategy is necessary, and has some support from the community. The situation therefore requires immediate action to comply with the abatement notice whilst taking steps toward strategic and long-

term management of Hokitika's coastal hazard risks. It is proposed that WCRC engage with WDC and iwi on potential approaches to development of a long-term strategy for managing the coastal erosion and inundation risks for Hokitika. This needs to have regard to the direction signalled by government in the NAF.

Both options will provide time for responsibilities under the NAF to be confirmed. They will also enable sufficient time for decisions to be made by WCRC and WDC on whether a long-time strategy will be prepared, and funding provided in 2027–37 Long Term Plans.

Considerations

Implications/Risks

Risks have been described in the paper.

Significance and Engagement Policy Assessment

This paper does trigger any matter set out in WCRC's Significance and Engagement Policy.

Tangata whenua views

Te Rūnanga o Ngāti Waewae provided views on the consent applications for the proposed seawall extension. This included a request for conditions of consent to do with a strategy, including relocation. It is proposed that WCRC engage with iwi on potential approaches to development of a long-term strategy for managing the coastal erosion and inundation risks for Hokitika to discuss this further.

Views of affected parties

The submissions received have indicated the views of affected parties, but that is not a Local Government Act 2002 process.

The Hokitika Rating District Joint Committee will be updated at its next meeting, scheduled for April 2026.

Financial implications

The assessment of options is being funded from the budget for the proposed seawall extension. A recommendation on how to fund the preferred option will be presented to Council next month.

Legal implications

The situation with the abatement notice has been described in the paper. The situation with the proposed National Adaptation Framework and proposed National Policy Statement for Natural Hazards has been described.

REPORTS

8.1	Franz Josef Stage 1 Operations Committee Project Status Report October 2025
Author	Scott Hoare, Infrastructure Reference Group Programme Manager
Authoriser	Tom Hopkins, Capital Programme Manager West Coast Regional Council
Public Excluded	No

Report Purpose

The purpose of this report is to present the Franz Josef Stage 1 Operations Committee Project Status report for October 2025.

Report Summary

The report presents:

- Confirmation that the North Bank works are complete, and
- Summary of current tasks and decisions being worked on by the project team.

Recommendation

It is recommended that the Committee resolve to:

1. *Receive the report.*

Issues and Discussion

There are no issues that require discussion as a result of this report.

Considerations

Implications/Risks

The main outstanding risks relate to the agreement and installation of the stormwater culvert in the Link Bank to resolve the stormwater ponding issue, this is expected to be priced, approved and installed by the end of December 2025.

Significance and Engagement Policy Assessment

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

Tangata whenua views

Tangata whenua have not been consulted on these matters. Staff are not aware of any issues within this report which would impact tangata whenua.

Views of affected parties

The working group and joint committee rating district have been consulted on the stormwater ponding issue and the resolution of an outlet through the Link Bank.

Financial implications**Current budget**

\$ 12,291,463

Current expenditure

\$ 10,874,099

Future implications

Works have been funded from the IRG Project budgets.

Legal implications

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

Attachments

Attachment 1: October 2025 WCRC Operations Committee Project Status Report – Franz Josef Stage 1

Attachment 8.1.1: October 2025 WCRC Operations Committee Project Status Report
– Franz Josef Stage 1

WCRC OC PROJECT STATUS REPORT

FRANZ JOSEF STAGE 1

WEST COAST REGIONAL COUNCIL
ISSUE 34 - 4 NOVEMBER 2025



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QUALITY ASSURANCE

PREPARED BY	Nic Bell	Project Manager	4 November 2025	
APPROVED BY	Scott Hoare	Programme Manager		

1. PROJECT STRUCTURE

Reporting Month Ending	31/10/2025
Project Sponsor	Darryl Lew, CEO
Senior Responsible Owner	Michael Beagle, Group Manager – Catchment Management
Benefit Owner(s)	Franz Josef Rating District
IRG Programme Manager	Scott Hoare
Council Project Manager	Tom Hopkins, Capital Programme Manager
IRG Project Manager	Nic Bell

2. OPERATIONS COMMITTEE MEETINGS

Last Operations Committee Meeting	16/09/2025	Next Operations Committee Meeting	18/11/2025
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3. R.A.G (RED, AMBER, GREEN) STATUS

Category	Current Month	Commentary
Overall		Project is nearing completion, Practical and Final Completion Certificates have been granted for Separable Portion 1 (the substantive portion of the works).
Trend	↑	Project is progressing towards resolution of the remaining tasks and associated risks and issues: the rock surplus and as-built review tasks have been closed out and the remaining tasks and risks are around the stormwater culvert.
Budget		Budget is sufficient to complete the stormwater culvert task.
Scope		Practical and Final Completion Certificates have been granted for Separable Portion 1 (the substantive portion of the works). The design for the stormwater culvert has been completed and approved.
Resource		Contractor is awaiting an instruction to proceed with the installation of the stormwater culvert, it has been agreed that it will be better for this to be installed once the weather has settled down.
Schedule		Practical and Final Completion Certificates have been granted for Separable Portion 1. The stormwater culvert is scheduled to be installed before the end of December 2025.
Risks/ Issues		The main risk to the project is related to the ponding stormwater between the Link & 55kph Corner Banks, the risk of a weather event occurring before the culvert has been installed.

4. GOVERNANCE DOCUMENTS AND RECOMMENDATIONS TO SRO / COUNCIL / KANOA

Document	Submission Date	Approval Date	Comments
Variation 01 - Emergency Works	15/09/2022	31/10/2022	Inclusion of funding for Southside emergency works within phase 1 and the first draw down, approved by WCRC and Kanoa.
Variation 02 - Combined Projects	14/02/2023	28/02/2023	Slight changes to funding moving from one project to another to balance actual costs, approved by WCRC and Kanoa.
LiDAR Survey Memo	29/05/2023	12/06/2023	Variation to undertake LiDAR Survey, approved by WCRC.
TTC Fee Variation	20/09/2023	26/09/2023	Variation to scope of works for designer, approved by WCRC.
Variation 03 - Change in funding timeline	5/10/2023	25/10/2023	Change in funding timeline to match actual progress on site, approved by WCRC and Kanoa.
Variation 04 - Change in funding timeline	07/06/2024	24/07/2024	Application for an extension of time with new completion date of September 2024.

5. STATE OF PLAY

Last Month	Next Month
Design and Management: Confirmation the construction of the stormwater culvert is a permitted activity.	Design and Management: - Close out of remaining consent and completion tasks, - Scheduling of stormwater culvert installation, likely to be held until December to allow for installation in more settled weather.
Total Project - Placement and compaction of bulk fill of approximately 220,000 m³ - Supply and placement of approximately 105,000 T of rock.	
Remaining Items A full project review has been completed, and this has identified the remaining items for the completion of the project. These tasks are: The Designer is to provide written certification that the works have been constructed in accordance with the design	

6. FINANCIAL SUMMARY

Expenditure Summary	
Current Expenditure	\$ 10,874,099
Forecast Cost to Complete	\$ 210,626
Forecast Cost at Completion	\$ 11,084,725

Budget Summary	
Current Budget	\$ 12,291,463
Forecast Cost at Completion	\$ 11,084,725
Forecast Surplus/(Deficit)	\$ 1,206,738
Refund NZTA contribution	\$ 658,811
Forecast Surplus	\$ 547,927

Please note the forecast surplus of \$1,206,738 has been reduced by \$658,811 following the agreement to return the NZTA funding to NZTA and for the upgrade of the NZTA Stopbanks to be handled by the NZTA.

7. HIGH LEVEL ROADMAP

Project Name	FY 2024/25				FY 2025/26	
	Q1	Q2	Q3	Q4	Q1	Q2
Month Starting	July	October	January	April	July	October
North Bank						
- Link Bank - Complete						
- Heliport - Church Bank						
- Havill Wall						
- Practical Completion						
Stormwater Culvert						
- Design						
- Pricing						
- Construction						

Note: Tasks in grey in the above roadmap have been fully completed.

8. MILESTONES

Milestone	Baseline Date	Tracking	Actual Date	Comment
Scope of Works - Preliminary Design	01-Jul-21		01-Jul-21	Complete
Peer Review - Scope of Works				Complete
Draft Engineering Drawings / Design Documentation	01-Mar-22		01-Mar-22	Complete
Consent Documentation/Application	02-May-22		25-Sep-23	Complete
Tender Preparation & Award	02-May-22		02-May-22	Complete
Emergency work instruction			19-May-23	Notification of Section 330 Emergency works from Council.
Construction:				
- North Bank	30-Apr-23		19-Dec-24	Complete
- Stormwater Culvert		19-Dec-25		To be installed by end of December 2025.
- South Side Stage 1 (NZTA Banks)				Removed from Project.
- Waiho Loop (Tatare Stopbank)				Removed from Project.

9. CONSENTS

All WCRC and WDC consents have been granted for the North Stopbank works.

Practical and Final Completion Certificates have been granted for Separable Portion of the North Bank works, this triggers handover from the project team and new requirements for the WCRC operations team. This is underway, processes have been put in place which are included in the Asset Inspection and Monitoring Plan.

10. PROJECT ISSUES

ID #	Date Raised	Issue Description	Priority	Action Required	Issue Owner
FJ-ISS-05	03-Dec-24	NZTA have not approved the CAR which has delayed the contractor completing the bulkfill placement adjacent to the bridge.	Medium	Contractor and Engineer's Representative to continue chasing NZTA for approval. The CAR has been approved and works completed.	Closed.

11. CURRENT PROJECT RISKS

ID #	Short Risk Name	Source of Concern / Opportunity	Implications	Risk Owner	Governance Status	Rating	Trend	Governance Actions	Treatments / Mitigations
FJ-RIS-18	Stormwater Culvert	A weather event causes overtopping before the culvert is installed	Reputational damage	Project Manager / Project Sponsor	Not Fully Resolved	Medium	No Change	Prepare an emergency response of generator and pump to prevent damage	Progress with design, pricing and installation as fast as possible
FJ-RIS-08	Weather	Flooding from weather events causing damage.	Delay to programme Health and Safety Equipment damage Environmental	Contractor	Actions in Place	Low	Reducing	Review plans and on-site implementation Forward look ahead.	This will apply to the installation of the SW culvert
FJ-RIS-03	Insufficient Budget	Delays to programme and additional work required to obtain resource consent.	Increased cost	Project Manager	Complete	Low	Closed	Approve variations when requested.	Forecast expenditure and apply for variations.
FJ-RIS-10	Adherence to resource consent conditions	Strict conditions in place that the contractor fails to adhere to.	Environmental damage, Reputational damage. Non-compliance notices. Work held up on site	Project Manager/ Engineer to the Contract	Complete	Low	Closed	Review plans and on-site implementation Confirm monitoring plan, escalate if necessary	Contractor management plans including monitoring progress of the works and programme updates.

FJ-RIS-03 and 10 closed, as the project is currently forecasting significant surplus and the north bank works are complete.

12. DEPENDENCIES

Ref #	Description	Urgency	Owner	Critical Date	Progress / Actions
FJ-DEP-01	Scope of works within Heliport to be confirmed and agreed with GCH and WDC to allow for construction to commence on the Heliport section as noted in FJ-ISS-04.	Medium	Project Manager	06-May-24	Works have been deferred to the next low season (mid 2024). Project Manager to continue liaising with parties to reach agreement. Scope of works in final stages of reaching agreement. Critical date changed to reflect end of peak season.
FJ-DEP-02	Design of Church Bank to be completed and approved to allow for the commencement of works in the Heliport to Church section as noted in FJ-ISS-03.	Medium	Designer	01-Jun-24	Design has been completed and shared with contractor for constructability and pricing feedback. Critical date changed to June

13. IWI / HAPŪ / WHĀNAU

Partnership / Relationship	Notes
Ngāti Māhaki ki Makaawhio	Member of Joint Committee. Nothing to report.

14. PARTNERSHIPS / RELATIONSHIP MANAGEMENT

Partnership / Relationship	Notes
Hokitika Airport Ltd	The operator of the Heliport and owner of the Heliport Bank.
Westland District Council	The current owner of the Havill Wall, reports have been completed and issued to WDC to understand stability of the wall with protection of the oxidation ponds being a key function. On completion of the North Bank works, engineering sign offs and completion documentation is to be shared with WDC to complete the asset transfer.

15. HEALTH AND SAFETY

No health and safety inspections were undertaken this month as no physical work was undertaken.

8.2	Franz Josef Stage 2 Operations Committee Project Status Report October 2025
Author	Scott Hoare, Infrastructure Reference Group Programme Manager
Authoriser	Tom Hopkins, Capital Programme Manager West Coast Regional Council
Public Excluded	No

Report Purpose

The purpose of this report is to present the Franz Josef Stage 2 Operations Committee Project Status report for the period up to the end of October 2025.

Report Summary

- The report presents:
- An update on the progress of the project focusing on design, consenting, procurement and construction across the Rubbish Dump Stopbanks (Lined & Unlined), the Milton and Others’ Stopbank and Havill’s Wall Extension.
 - High level roadmap of the project outlining completion by the end of 2025/26 construction season.
 - Summary of current tasks and decisions being worked on by the project team.

Recommendations

It is recommended that the Committee resolve to:

1. *Receive the report.*

Issues and Discussion

There are no issues that require discussion or resolution as a result of this report.

Considerations

Implications/Risks

The risk registers have now been fully updated for both Milton & Others’ and Havill’s Wall Extension. The Rubbish Dump Stop Bank projects have been fully completed on site and there are only minimal risks remaining for that part of the project relating to final close out documentation.

The project team will be encouraged to identify any additional risks, opportunities and mitigation/response strategies on the Milton & Others’ upgrade during the construction commencement meeting that is planned for mid-December 2025. The Havill’s Wall Extension risk register is up to date for the design stage that it is currently in, further reviews will be undertaken when the project is approved into the next stages of design.

Significance and Engagement Policy Assessment

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

Tangata whenua views

Tangata whenua have not been consulted on these matters and staff are not aware of any issues within this report which would impact tangata whenua.

Views of affected parties

The Franz Josef Rating District requires ongoing consultation as identified within the report. A working group has been established with the first meeting taking place on 03 April 2025.

A second working group meeting was conducted on 23 July 2025 to discuss the updated Milton & Others' Stopbank design and present the preliminary NIWA modelling findings on the Tartare avulsion. A third meeting is to be scheduled for December 2025 to discuss the additional scope of work that the Working Group has asked to be investigated, those items being:

1. Canavan's Groyne reinstatement,
2. Rubbish Dump Stopbank – lined section circa 1m raise, and
3. Milton and Others' extension.

The meeting will also cover the tender evaluation of Milton and Others' Stopbank and a review of the current project progress of with the Havills Wall Extension.

Financial implications**Current budget**

The current budget as agreed between the Joint Committee and the West Coast Regional Council is \$7,900,000.

Kanoa has approved a total budget of up to \$10,000,000, which includes \$2,100,000 for the NZTA stopbank. The NZTA stopbank is out of scope for this project after further investigations with Kanoa have revealed that NZTA are not able to access this funding allocation under the signed agreement.

There is a high probability that the Havill's Wall Extension will also be out of scope in its current form based on feedback at the Joint Committee meeting on 31 July 2025. Further optioneering is underway to investigate all options available and their associated cost.

Current expenditure

Total expenditure is \$2,163,106.60 which equates to 27.4 % of the currently approved

budget of \$7,900,000, this includes all payment claims for the construction of the Rubbish Dump Stopbanks.

Future implications

The construction of the Milton and Others' Stopbank was forecast to commence in September. After review there were several review and sign-off processes that did not align correctly with Council meeting cadence. This has been rectified and resulted in the commencement date moving into January 2026.

Drawdowns from Kanoa funding are to be quarterly, the first three drawdowns have been submitted to Kanoa as follows.

Drawdown 1 (Up to and including March 2025) - \$ 242,425.73

Drawdown 2 (Up to and including June 2025) - \$ 141,160.70

Drawdown 3 (Up to and including September 2025) - \$ 914,277.53

The next Kanoa funding drawdown will be submitted in January 2026 for the quarter ending in December 2025.

Legal implications

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

Attachments

Attachment 1: October 2025 WCRC Operations Committee Project Status Report – Franz Josef Stage 2

Attachment 8.2.1: October 2025 WCRC Operations Committee Project Status Report – Franz Josef Stage 2

WCRC OC PROJECT STATUS REPORT

FRANZ JOSEF STAGE 2

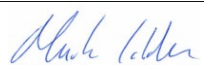
WEST COAST REGIONAL COUNCIL
ISSUE 09 - 4 November 2025



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QUALITY ASSURANCE

PREPARED BY	Nic Bell	Project Manager	4 November 2025	
REVIEWED BY	Mark Cobden	Senior Project Manager	4 November 2025	
APPROVED BY	Scott Hoare	Programme Manager		

1. PROJECT STRUCTURE

Reporting Month Ending	31/10/2025
Project Sponsor	Darryl Lew, CEO
Senior Responsible Owner	Michael Beagle, Group Manager Catchment Management
Benefit Owner(s)	Franz Josef Rating District
Council Project Manager	Tom Hopkins, Capital Programme Manager
RIF Programme and Project Managers	Scott Hoare, Mark Cobden

2. OPERATIONS COMMITTEE MEETINGS

Last Operations Committee Meeting	16/09/2025	Next Operations Committee Meeting	18/11/2025
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3. R.A.G (RED, AMBER, GREEN) STATUS

Category	Current Month	Commentary
Overall		Project is on track overall; risks and issues have been identified but are under control and well mitigated: ▪ The Lined Rubbish Dump Stopbank has had the Practical Completion Certificate issued, ▪ The Unlined Rubbish Dump Stopbank has had the Practical Completion Certificate issued, ▪ The Milton and Others' Stopbank is out for tender with response due 04 November 2025, ▪ The Havill's Wall Extension Options Report is being finalised and is due to be issued on 07 November 2025.
Trend	→	No change
Budget		Budget has been comprehensively established and is understood including contingencies and escalation. No further variations are currently envisaged for the Rubbish Dump Stopbank projects, with a final account review to be completed. Milton & Others' Stopbank schedule of quantities has been produced and a pre-tender estimate has been compiled showing that the works are estimated to be well within the budget allocation. A similar exercise has been conducted for Havill's Wall Extension, and this has also shown the project cost estimate to be within the budget allocation.
Scope		Scope is well defined with a clear process for review. The scope of Havill's Wall Extension design is currently paused awaiting completion of further planning work between WCRC and WDC. This will then be presented back to the community for further input. As it stands, the design for Havill's Wall Extension has not been approved and was voted against proceeding by the Joint Committee at the meeting on 31 July 2025. Optioneering is currently underway with an optioneering report being prepared and due for issue on 07 November 2025.
Resource		All design work has been completed for the areas of the project that are not on hold. The project team have sufficient resources to complete the procurement work associated with Milton & Others' Stopbank as currently programmed. WSP have been appointed as the ETC and Engineers Representative and will also carry out the MSQA role for the Rubbish Dump Stopbanks and the Milton and

		Others' Stopbank. Once an approach to the Havill's Wall Extension has been agreed there is sufficient resource for the project team to action this quickly.
Schedule		Practical Completion Certificates for the Rubbish Dump Stopbank Lined and Unlined sections have been granted. The Milton and Others' programme has been updated in line with the revised tender timeline. Havill's Extension Stopbank project programme has not been updated and is waiting for further planning work to be progressed before assessing and updating the master programme. Note: Although the dates have been revised in Section 6 of this report and we are tracking in accordance with these revisions it should be noted that from a Kanoa perspective there is a requirement to report against original baseline milestones that were set in advance of fully understanding the project intricacies. As such, Kanoa has the project's RAG status marked as Red.
Risks/ Issues		Risks are currently identified, and mitigation strategies are in place. The risk registers have now been fully updated. The project team will be encouraged to identify any additional risks, opportunities and mitigation/response strategies on the Milton & Others' upgrade during the construction commencement meeting forecast mid-December 2025.

4. GOVERNANCE DOCUMENTS AND RECOMMENDATIONS TO SRO / COUNCIL / KANOA

Document	Submission Date	Approval Date	Comments
Procurement Strategy	11/02/2025	Not Approved	Timelines noted, however baseline schedules need to be reviewed in further detail before approval.
Procurement Exemption	11/02/2025	Not Approved	Procurement approach to be an open tender approach to the market.
Tender Evaluation – Rubbish Dump Unlined	20/05/2025	Approved	Completion of the tender evaluation for the Rubbish Dump Stopbank – Unlined section with a recommendation to select a preferred contractor.
Tender Evaluation – Rubbish Dump Lined	20/05/2025	Approved	Completion of the tender evaluation for the Rubbish Dump Stopbank – Lined section with a recommendation to select a preferred contractor.
Procurement Plan – Milton and Others'	24/08/2025	02/09/2025	Detailed procurement methodology for the Milton and Others' Stopbank including weighted attributes. Approved with minor edits required to the weighting evaluation criteria.

5. STATE OF PLAY

Last Month	Next Month
Rubbish Dump - Lined	
Design and Management: - Defects liability period. - Review 'As Built' information and issue to WCRC asset managers. - Preparation of written confirmation by designer that the rock specifications	Design and Management: Defects liability period (ends November 2025).

Last Month	Next Month
have been met.	
Rubbish Dump - Unlined	
Design and Management: - Issue Practical Completion Certificate. - Commence defects liability period. - Review 'As Built' information and issue to WCRC asset managers. - Confirmation from designer received that the stopbank has the required 1 m of freeboard. - Preparation of written confirmation by designer that the rock specifications have been met.	Design and Management: Defects liability period (ends December 2025).
Milton and Others'	
Design and Management: - Finalised tender documentation following WCRC review. - Tender documentation issued to market on GETS on 10 October 2025. - Tender Site Visit Tuesday 28 October 2025. - Preparation and issuing two Notices to Tenderers providing information on the rescheduled site visit and responses to questions asked during the site visit. - Receipt of Letter of Approval from DOC on 27 October 2025. Construction: - Construction is yet to commence.	Design and Management: - Receipt of tender responses on 04 November 2025. - Complete tender evaluation by 07 November 2025. - Prepare tender evaluation memo for Tenders Committee by 21 November 2025. - Preparation of high-level extension drawings including and commentary on how this affects the overall Waiho River system. Construction: - Construction is yet to commence.
Havill's Extension	
Design and Management: - Report prepared for WCRC & Working Group to present available options and seek further comment and guidance on how they wish to proceed. - WCRC have undertaken additional survey to track and monitor the avulsion, information included into the Havill's Extension Optioneering Report. Construction:	Design and Management: - Finalise options report by 07 November and share with Working Group and Joint Committee (by mid-December 2025). - WCRC to meet with WDC to understand WDC's plans for the WWTP and implications for the Havill's Wall extension. Construction:

Last Month	Next Month
Construction is yet to commence.	Construction is yet to commence.
NZTA Stopbanks	
Design and Management:	
Removed from scope.	
Construction:	
Removed from scope.	

6. FINANCIAL SUMMARY

Financial Summary	Budget	Expenditure	Remaining
Current Budget	\$ 7,900,000.00	\$ 2,163,106.60	\$ 5,736,893.40

The financial summary above covers the period until 30 September 2025. October 2025 financials were not available at the time of writing.

7. HIGH LEVEL ROADMAP

Project Name	FY 2024/25				FY 2025/26			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Month Starting	July	October	January	April	July	October	January	April
Project Establishment and Funding								
Rubbish Dump Bank								
- Preliminary Design								
- Detailed Design								
- Procurement								
- Lined Construction								
- Unlined Construction								
Milton's and Others								
- Preliminary Design								
- Detailed Design								
- Procurement								
- Construction								
Havills Extension								
- Preliminary Design								
- Detailed Design								
- River Diversion Consent								
- Options Report								
- Procurement								
- Construction								
NZTA Stopbank (removed from scope)								
- Preliminary Design								
- Detailed Design								
- Construction								

Note: Tasks in grey in the above roadmap have been fully completed, tasks in green are in progress and tasks in yellow are on hold.

8. MILESTONES

Milestone	Baseline Date	Tracking	Actual Date	Comment
Consultation with Rating District	27-Nov-24		27-Nov-24	Complete
Council approval	29-Nov-24		29-Nov-24	Complete
Kanoa Contract executed	02-Dec-24		02-Dec-24	Complete
Detailed Design Commencement	13-Jan-25		13-Jan-25	Complete
Detailed Design Complete:				
- Rubbish Dump - Lined	18-Feb-25		18-Feb-25	Complete
- Rubbish Dump – Unlined	21-Feb-25		14-Mar-25	Complete
- Milton and Others’ Stopbank	26-Feb-25		13-Mar-25	Complete
- Havill’s Extension	21-Mar-25	TBC		On hold based on feedback from JC meeting on 31 July 2025.
- NZTA Stopbanks	N/A	N/A		Removed from scope
Procurement Complete:				
- Rubbish Dump - Lined			20-May-25	Complete
- Rubbish Dump – Unlined			20-May-25	Complete
- Milton and Others’ Stopbank	30-Jun-25	02-Dec-25		Tender responses due 04 Nov 2025, with tender committee to approve contractor on or around 02 Dec 2025.
- Havill’s Extension	17-Jul-25	TBC		On hold based on feedback from JC meeting on 31 July 2025.
- NZTA Stopbanks	N/A	N/A		Removed from scope
Construction Commencement				
- Rubbish Dump - Lined	05-Jun-25		24-Jun-25	Complete
- Rubbish Dump - Unlined	05-Jun-25		14-Jul-25	Complete
Construction Complete:				
- Rubbish Dump - Lined			11-Jul-25	Complete – Defects Liability Period complete – 28 Nov 2025
- Rubbish Dump - Unlined			02-Sep-25	Complete – Defects Liability Period complete – 02 Dec 2025
- Milton and Others’ Stopbank		09-March-25		Construction duration is based on average installation quantities experienced on the Rubbish Dump Stopbanks.
- Havill’s Extension		TBC		On hold based on feedback from JC meeting on 31 July 2025.
- NZTA Stopbanks	N/A	N/A		Removed from scope

9. CONSENTS

The Consents for each of the stopbanks are being managed as follows:

- Rubbish Dump Stopbanks:
 - ~~Lined Stopbank is being progressed under Condition 14 of RC01243/1. River diversion not required.~~ – Works complete
 - ~~Unlined bank is progressing under RC13197. River diversion consent is in place under the existing consent conditions but is not currently required.~~ – Works complete
 - ~~Section 127 variation for increased toe depth has been granted by the independent commissioner.~~ – Works complete
 - Additional work for a potential height uplift will require a new consent. These works have been investigated and determined to be unnecessary as the bank has the required 1 m freeboard.
- Milton & Others' Stopbank:
 - Works have been requested to progress under the future maintenance condition of RCN96/49. A river diversion is not required.
 - WCRC consents team have approved this being undertaken under the existing consent conditions.
 - Additional work for a potential extension will require a new consent. The extension is being investigated now with a recommendation expected by 21 November 2025.
- Havill's Wall Extension:
 - Can be progressed under the 10% construction and future maintenance condition of the existing consent now that Practical Completion has been granted for the North Bank works under Franz Josef Stage 1.
 - Due to the works being placed on hold at the present time it is likely that the S127 variation for river diversion will need to be converted into a new consent application. The timeframes for this will be incorporated into the next revision of the master programme.
- NZTA Stopbank:
 - Works removed from the scope of this project. Any work and therefore consenting requirements will be progressed directly by NZTA.

10. PROJECT ISSUES

ID #	Date Raised	Issue Description	Priority	Action Required	Issue Owner
FJ2-I1	28/02/2025	NZTA bank out of scope	Closed	Closed as NZTA Stopbank work has been removed from the scope of this project	
FJ2-I2	28/02/2025	NZTA Stakeholder Engagement – length of time required to meet, discuss and agree project solutions.	Closed	Closed as NZTA Stopbank work has been removed from the scope of this project	
FJ2-I3	31/07/2025	Havill's Wall Extension – Scope Agreement	Medium	WCRC and Tetra Tech presented the NIWA modelling and requested confirmation to proceed with the works. The Joint Committee voted against proceeding with the works. There is still significant risk to high priority assets and infrastructure in Franz Josef. WCRC and WDC together with Inovo need to discuss how to proceed at haste with additional planning works and also consult with Ministers and Kanoa around the funding agreement and how it can be allocated.	WCRC / WDC / Inovo

11. CURRENT PROJECT RISKS

11.1. RUBBISH DUMP STOPBANK – LINED

ID #	Last Review	Short Risk Name	Source of Concern / Opportunity	Implications	Owner	Governance Status	Rating	Trend	Governance Actions	Treatments / Mitigations
FJ2-RDL-R1	03/11/25	Close-Out	There is a risk that the close-out documentation is not provided or not to the required standard	Delay in providing sufficient handover documentation to the WCRC asset management team. Delay in financial close out of the project	MSQA-Consultant	Closed	Medium	N/A	Practical Completion is not issued until all documents provided.	Ensure robust list and action plan with the Contractor is prepared, agreed and implemented.

Risk FJ2-RDL R1 closed with Practical Completion being reached.

11.2. RUBBISH DUMP STOPBANK – UNLINED

ID #	Last Review	Short Risk Name	Source of Concern / Opportunity	Implications	Owner	Governance Status	Rating	Trend	Governance Actions	Treatments / Mitigations
FJ2-RDUL R2	03/11/25	Remote Location—Health & Safety	There is a risk of an incident or injury that is compounded by the remote location of the works	Injury or incident is not discovered or reported quickly due to the remote location.	Contractor	Closed	Medium	N/A	Review and approve the Health and Safety Management Plan. Ensure there is an adequate lone worker policy.	Monitor adherence to the Health & Safety Management Plan. Provide feedback and improvement points throughout the works.
FJ2-RDUL R4	03/11/25	Close Out	There is a risk that the close out documentation is not provided or not to the required standard, key information outstanding is the rock testing results	Delay in providing sufficient handover documentation to the WCRC asset management team. Delay in financial close out of the project	MSQA Consultant	New Risk	Medium	New Risk	Practical Completion has been issued although the rock testing results are outstanding	Ensure robust list and action plan with the Contractor is prepared, agreed and implemented.
FJ2-RDUL R1	03/11/25	Variations	There is a risk that further variations are encountered due to the unknown nature of the existing bank and its surroundings	Cost increases due to variations. Programme duration increases to account for additional works	WCRC	Closed	Low	Reducing—Will be closed and removed in the next reporting period.	Works nearing completion. Sufficient contingency is available to deal with any reasonable variations that are encountered.	Proactive monitoring on site. Where there is a potential for a variation work collaboratively with the contractor to agree sensible and economic solutions
FJ2-RDUL R3	03/11/25	Programme Close-Out	There is an opportunity to complete the project in advance of the	Public perception is improved. Consultant costs are reduced due	Contractor	Closed	Low	N/A	Continue to monitor the Contractor and escalate concerns to the Project	ETC and Project manager to continue to monitor the Contractor's

ID #	Last Review	Short Risk Name	Source of Concern / Opportunity	Implications	Owner	Governance Status	Rating	Trend	Governance Actions	Treatments / Mitigations
			contract completion date	to the shorter period of time for monitoring on site					Manager should there be a downturn in output rates.	installation rates and ensure timely completion of the works including all relevant 'As Built' documentation.

Risks FJ2-RDUL R1 and R2 were closed with the completion of construction. Opportunity FJ-RDUL R3 closed with the completion of construction media release made by WCRC however unknown impact of public perception as expected completion may not have been fully known by the public.

Risk FJ2-RDUL R4 added with the understanding that the rock testing results have not been provided and are required. The Engineer to Contract has been requested to obtain the test results from the contractor.

11.3. MILTON & OTHERS' STOPBANK

ID #	Last Review	Short Risk Name	Source of Concern / Opportunity	Implications	Risk Owner	Governance Status	Rating	Trend	Governance Actions	Treatments / Mitigations
FJ2-MO-R1	02/09/25	Market Interest	There is a risk that the market decides not to provide a tender.	There is minimal response to the tender which makes it difficult to ensure value for money appointment.	Project Manager	Not Fully Resolved	Medium	N/A	Provide an early notification that the project will be coming out to tender. Engage with contractors to promote the works.	Prepare and administer a robust and fair tender evaluation process. Ensure that the evaluation scoring does not inadvertently favour specific contractors.

11.4. HAVILL'S WALL EXTENSION

ID #	Last Review	Short Risk Name	Source of Concern / Opportunity	Implications	Risk Owner	Governance Status	Rating	Trend	Governance Actions	Treatments / Mitigations
FJ2-R1	02/09/25	Project removed from scope	There is a risk that the Joint Committee do not agree with any amount of scope put	Project is cancelled and removed from scope. Franz Josef priority	WCRC	Not Fully Resolved	High	N/A	Work with Kanoa to ascertain specifics around what the current funding allocation	Support WDC in their master planning exercise as required.

ID #	Last Review	Short Risk Name	Source of Concern / Opportunity	Implications	Risk Owner	Governance Status	Rating	Trend	Governance Actions	Treatments / Mitigations
			forward for the Havills Wall Extension	infrastructure and assets have a shorter protection period than envisaged.					can be used for. Review and adjust scope in conjunction with the working group to come to a 'middle ground' agreement.	Contact ministers and Kanoa and present strategy to entice further funding to fast-track relocation of high priority assets and infrastructure.

12. DEPENDENCIES

Ref #	Description	Urgency	Owner	Critical Date	Progress / Actions
FJ2-D1	Construction works are to commence within the 2024/25 construction season to meet the requirements of the Kanoa funding agreement.	Closed	Project Manager	30/06/2025	This dependency has been closed with the commencement of the Rubbish Dump Stopbank works on the 24 June 2025.

13. IWI / HAPŪ / WHĀNAU

Partnership / Relationship	Notes
Ngāti Māhaki ki Makaawhio	Member of Joint Committee. Nothing to report.

14. PARTNERSHIPS / RELATIONSHIP MANAGEMENT

Partnership / Relationship	Notes
Westland District Council	Affected party & asset owner in the area. A member of the Rating District Joint Committee.
Franz Josef Rating District	Funding partner (40%) will be involved with reviews of project budget and scope and will have visibility of the project expenditure on a month-by-month basis.
	Separate working group to be established to allow for ongoing consultation out of sequence with the Joint Committee meetings.
Kanoa, MBIE funding partner	Funding partner (60%). Need to understand the benefit to the region including the use of local contractor resources to stimulate the economy. Have a requirement that work needs to be started by the end of June 2025.
Department of Conservation	Manager of National Parks and protected areas, consultation planned to understand requirements and any concessions required from them as land managers.
	Landowner notification information packages for the Rubbish Dump Stopbank (Lined & Unlined) were issued on 09 May 2025 with approval received from DOC on 19 May 2025 and for the Milton and Others' Stopbank Repair was issued on 14 October 2025 and received on 27 October 2025.
NZTA, Waka Kotahi	Asset owner for the NZTA stopbanks and affected party as owner of State Highway.

15. HEALTH AND SAFETY

The construction of the Rubbish Dump Stopbank projects have been completed and there were no physical works in the reporting period.

For Milton & Others' Stopbank the tender documents outline the requirements that each of the Contractors are required to meet during the project, these requirements will include but is not limited to the following items:

- Construction Management Plans, including resource consent compliance,
- Traffic Management Plans,
- Site Specific Risk Analysis and Mitigations
- Public access protection plan,
- Monthly auditing and reporting,
- Incident reporting process, including near miss reporting.

For the physical work on site WSP have been engaged for independent MSQA to satisfy the requirements of WCRC.

8.3 Hokitika River and Sea Wall Operations Committee Project Status Report October 2025

Author	Scott Hoare, Infrastructure Reference Group Programme Manager
Authoriser	Tom Hopkins, Capital Programme Manager West Coast Regional Council
Public Excluded	No

Report Purpose

The purpose of this report is to present the Hokitika River & Sea Walls Operations Committee Project Status report for October 2025.

Report Summary

The report presents:

- An update on the progress of the project including planning for stage 3 and consenting of the Sea Wall Extension.
- High level roadmap of the project

Recommendation

It is recommended that the Committee resolve to:

1. *Receive the report.*

Issues and Discussion

There are no issues that require discussion as a result of this report.

Considerations

Implications/Risks

Implications or risks with the budget for Stage 3 & the Sea Wall consent are detailed within this report with mitigation strategies in place.

Significance and Engagement Policy Assessment

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

Tangata whenua views

Tangata whenua have not been consulted on these matters. Staff are not aware of any issues within this report which would impact tangata whenua, noting that further consultation will be required for stage 3. A meeting was held on 24 July 2025 to commence consultation with tangata whenua for the Stage 3 stopbank upgrade.

Views of affected parties

Consultation with affected parties has been completed and consents obtained for Stages 1a and 1b. Consultation and consents will be required for Stage 3.

Financial implications**Current budget**

River Walls \$ 7,505,226

Sea Wall \$ 1,071,000

Total Project \$ 8,576,226

Current expenditure

River Walls \$ 4,633,769

Sea Wall \$ 693,152

Total Project \$ 5,326,921

Future implications

Works have been funded from the IRG project budgets and additional Rating District contributions.

Legal implications

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

Attachments

Attachment 1: October 2025 WCRC Operations Committee Project Status Report – Hokitika River and Sea Wall

Attachment 8.3.1: October 2025 WCRC Operations Committee Project Status Report – Hokitika River and Sea Wall

WCRC OC PROJECT STATUS REPORT

HOKITIKA RIVER AND SEA WALLS

WEST COAST REGIONAL COUNCIL
ISSUE 32 - 4 NOVEMBER 2025



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QUALITY ASSURANCE

PREPARED BY	Mike Murray	Senior Project Manager	4 November 2025	
PREPARED BY	Nic Bell	Project Manager	4 November 2025	
REVIEWED BY	Mark Cobden	Senior Project Manager	4 November 2025	
REVIEWED / APPROVED BY	Scott Hoare	Programme Manager		

1. PROJECT STRUCTURE

Reporting Month Ending	31/10/2025
Project Sponsor	Darryl Lew, CEO
Senior Responsible Owner	Michael Beagle, Group Manager – Catchment Management
Benefit Owner(s)	Hokitika Rating District
IRG Programme Manager	Scott Hoare
Council Project Manager	Tom Hopkins, Capital Programme Manager
IRG Project Manager	Mike Murray, Mark Cobden

2. OPERATIONS COMMITTEE MEETINGS

Last Operations Committee Meeting	16/09/2025	Next Operations Committee Meeting	18/11/2025
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3. R.A.G (RED, AMBER, GREEN) STATUS

River Wall

Category	Current Month	Commentary
Overall		The project is generally tracking well. Confirmation of Tranche 2 funding for Stage 3 has moved Budget status to Green, therefore overall status to Green.
Trend	↑	River Walls Stage 1A & 1B construction has been completed, resulting in a lowering of the overall residual risk. Confirmation of additional funding allocated from the RIF Flood Resilience Tranche 2 fund has resulted in overall improvement in project health.
Budget		River Walls Stage 1B construction is complete and forecast to be within budget. Final accounts to be certified. River Walls Stage 3 options report and associated budgets issued 13 May 2025. Initial investigation indicated existing rock armour has eroded and should be repaired prior to any further construction. This was outside the original project scope and there was insufficient budget to cover the additional scope. Kanoa have confirmed the allocation of funding from the RIF Flood Resilience Tranche 2 fund will be made available, hence Budget status returning to Green.
Scope		Initial investigation indicated existing River Walls Stage 3 rock armour has eroded and should be repaired prior to any further construction. This repair work will increase the project scope and requires the design of repairs be progressed.
Resource		No resource issues at this time.
Schedule		Construction of River Walls Stage 1B is complete. Delay to confirmation of Tranche 2 funding has extended programme for Stage 3 to mid 2027
Risks/ Issues		There are currently no unmitigated medium or high risks causing concern to the project.

Sea Wall

Category	Current Month	Commentary
Overall		The project is currently running on schedule overall with a clear programme to the removal OR consenting of the temporary sea wall.
Trend	↑	The project overall is trending upwards now that Corsair Consulting, Beca and Allis & Co are engaged to complete the risk assessment, report and construction methodology works.
Budget		Budget is deemed sufficient to cover any professional fees and any removal requirements of the unconsented sea wall.
Scope		Currently the scope is clear, however this will be reviewed once the outcome of the risk assessment and report from Allis & Co is completed. There may need to be a change of approach, however this has been thought through with the team and a mitigation plan is in place ready to be actioned and discussed with WDC should it be required.
Resource		The consultants have been signed up to complete the risk assessment, report and deconstruction methodology and have committed to completing the entire package of work before the end of December 2025.
Schedule		The programme shows that removal OR consenting of the temporary sea wall is possible by the abatement notice date of 27 February 2026, however this is a tight timeframe. There will need to be further discussion with WDC in regards to the timing of any removal to ensure that it falls outside of any wildlife migration seasons.
Risks/ Issues		There are several high risks that are present on this project. Specifically, the top two risks are 1) The timing of the abatement notice and the removal of the sea wall when considering wildlife permits and migration timeframe and lizard habitat locations and 2) Whether the current condition of the sea wall is such that it is safe to remove in its current form.

4. GOVERNANCE DOCUMENTS AND RECOMMENDATIONS TO SRO / COUNCIL / KANOA

Document	Submission Date	Approval Date	Comments
Funding Agreement Variation (2)	16-Feb-23	09-Jun-23	Application for an extension of time with new completion date of May 2024.
Funding Agreement Variation (4)	7-Jun-24	24-Jul-24	Application for an extension of time with new completion date of June 2025.

5. STATE OF PLAY

Last Month	Next Month
River Walls Stage 1B	
Stage 1B Construction Contactor has completed all additional work.	Stage 1B Construction: Defect monitoring

Total Project (1B)	
- Placement and compaction of bulk fill of approximately 19,000 m³, - Supply and placement of approximately 8,200 T of quarry rubble. - Supply and placement of approximately 3,200 T of toe rock.	
River Walls Stage 3	
Planning & Design - Stage 3 Civil Engineer has been engaged and design of rock armour has commenced. - Stage 3 Consultant Procurement Plan has been reviewed by WCRC and final version is being prepared for sign off.	Planning & Design - Progress design of Stage 3 rock armour repair - Issue RFPs for other Consultants
Sea Walls	
Sea Wall (Extension) - Preparation of master programme - Engagement of consultants for risk assessment and deconstruction methodology.	Sea Wall (Extension) - Preparation of a procurement plan, - Commencement of risk assessment (Allis & Co) and deconstruction methodology (Beca).
Current Tasks and Decisions	
- WCRC to approve Stage 3 Consultant procurement plan and RFP documents. - Sea Wall Project workshop to agree next steps and set up key stakeholder meetings – Inovo to schedule this in November 2025.	

6. FINANCIAL SUMMARY

Financial Summary			
	River Walls	Sea Wall	Total Project
Current Budget	\$ 7,505,226	\$ 1,071,000	\$ 8,576,226
Current Expenditure	\$ 4,633,769	\$ 693,152	\$ 5,326,921
Remaining Funds	\$ 2,871,457	\$ 377,848	\$ 3,249,305

7. HIGH LEVEL ROADMAP

Project Name	FY 2023/24				FY 2024/25				FY 2025/26				FY 2026/27			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
	Jul	Oct	Jan	Apr	Jul	Oct	Jan	Apr	Jul	Oct	Jan	Apr	Jul	Oct	Jan	Apr
River Walls																
Stage 1B Professional fees / Surveying / PM / Design																
Stage 1B Preparation of Resource Consent Documents																
Stage 1B Construction																
Stage 3 Concepts / Budget																
Stage 3 Design																
Stage 3 Consents																
Stage 3 Construction																
Sea Wall																
Sea Wall Abatement Notice																
Risk assessment																
Construction methodology																
Sea Wall removal																

8. MILESTONES

Milestone	Baseline Date	Tracking	Actual Date	Comment
River Walls				
Stage 1A Professional fees / Surveying / Project Management / Design	31-Aug-23	18-Aug		Complete
Stage 1A Preparation of Resource Consent Documents and Monitoring	08-Sep-23	08-Sep-23	21-Jul-23	Complete
Stage 1A Construction complete	31-Aug-23	09-Sep-23	25-Sep-23	Complete
Stage 1B Professional fees / Surveying / Project Management / Design	22-Dec-23	22-Dec-23		Completion activities underway
Stage 1B Preparation of Resource Consent Documents and Monitoring	14-Jul-23	24-Apr-24	19 July 2024	Complete
Stage 1B Construction complete	15-Dec-23	29-Nov-24	29-Nov-24	Complete
Stage 3 Initial Concept Design Approval		03-Feb-25	03-Feb-25	Joint Committee accepted Option 1.
Stage 3 Concept Design Approval		17-Jun-25		Rock armouring repair now to be included
Stage 3 Rock Armour Design Approval	2-Dec-25			
Stage 3 Rock Armour Construction Commenced	16-Mar-26			
Stage 3 Rock Armour Construction Complete	27-May-2026			
Stage 3 Uplift Detailed Design Complete	21-May-26			
Stage 3 Uplift Resource Consent	27-Jul-26			
Stage 3 Uplift Construction Commenced	2-Nov-26			
Stage 3 Uplift Construction Complete	Jun-27			
Sea Walls (Existing Seawall Abatement Notice)				
Risk Assessment & Deconstruction Methodology	19-Dec-25	19-Dec-25		
Sea Wall removal	27-Jan-26	23-Feb-26		Tracking date has moved into February with the receipt of consultant's proposals.

9. CONSENTS

River Walls

- Retrospective WCRC Consent for Stage 1A granted 21/7/23.
- Retrospective WDC Stage 1A Consent received 19 July 2024
- Stage 1B WCRC Resource Consent received 18 July 2024
- Stage 1B WDC Consent received 19 July 2024
- Stage 3 Consents will be progressed once the preliminary design has been approved and the detailed design is proceeding.

Sea Wall (Existing Seawall Abatement Notice)

- The resource consent application has been withdrawn to enable further consultation with the community, in order to better inform our position on the management of coastal hazards for Hokitika. This affects both the Sea Wall Extension and Temporary Sea Wall Projects. A resolution is required to be in place by 27 February 2026.

10. PROJECT ISSUES

ID #	Date Raised	Issue Description	Priority	Action Required	Issue Owner
HR-ISS-01	15 May 2023	Joint Committee request was made to review the priority and investigate feasibility/costs to progress Stage 3 ahead of Stage 2. This will delay design until the next stage is agreed.	High	Prepare concepts and budgets for discussion/review by Joint Committee	Project Manager
HR-ISS-02	13 May 2025	River Walls Stage 3 investigations indicate existing rock armouring has eroded and requires repair prior to raising stopbank. This is outside original scope and there is insufficient budget.	High	WCRC to confirm priority and authorise engagement of engineers to complete geotechnical investigation and prepare detailed budgets.	WCRC
HS-ISS-01	05 Sept 2025	Resolution of the abatement notice is required by 27 February 2026	High	Consultants have been engaged to provide a risk assessment and report into the removal of the unconsented sea wall to ensure it is safe to do so. Reports due for completion mid-December 2025.	Project Manager

11. CURRENT PROJECT RISKS

River Wall

ID #	Date last Reviewed	Short Risk Name	Source of Concern / Opportunity	Implications	Risk Owner	Governance Status	Rating	Trend	Governance Actions	Treatments / Mitigations
HR-RIS-04	04/11/25	Scope of works	Scope increases due to requirements from WDC, Heritage Hokitika, etc.	Increased cost	Project Manager	Unresolved	Medium	No Change	Approve variations when requested.	Define scope requirements prior to entering into construction contracts.
HR-RIS-03	04/11/25	Insufficient Budget	QS estimates indicate that the budget is insufficient for all 3 stages.	Increased cost	Project Manager	Resolved	Low	Reducing	Approve variations when requested.	Tranche 2 Funding approved
HR-RIS-05	04/11/25	Weather	Flooding from weather events causing damage during construction	Delay to programme, HSE, Equipment damage	Contractor	Unresolved	Low	Reducing	Review plans and on-site implementation	Contractor management plans.
HR-RIS-01	04/11/25	Consent Processing	Lack of response or changing response from affected parties	Delay to programme	Project Manager	Resolved for Stage 1B.	Low	No Change	Provide support and input where required.	Risk to be reviewed as Stage 3 progressed
HR-RIS-02	04/11/25	Existing Infrastructure	Upgrades may require relocation of power poles and have effect on adjacent roading and stormwater	Delay to programme. Increased cost	Project Manager	Not fully resolved	Low	No Change	Approval of additional cost for relocations if required	Negotiations as needed with utility operators.

Sea Wall

ID #	Date last Reviewed	Short Risk Name	Source of Concern / Opportunity	Implications	Risk Owner	Governance Status	Rating	Trend	Governance Actions	Treatments / Mitigations
HSW-R8	07/10/25	Abatement Notice	There is a risk the sea wall cannot be removed or consented before the abatement notice expires	May be issued a fine	Project Sponsor	Unresolved	High	No Change	Approve procurement plan and process	Work to programme to ensure that removal or consenting occurs on time Negotiate extension with WDC
HSW-R9	03/11/25	Sea Wall Removal	There is a risk that the consultants recommend that the unconsented sea wall is not removed	An alternative process will need to be agreed with WDC to overcome the abatement notice	Project Sponsor	New Risk	High	New Risk	Support the outcome of the consultant engagement. Ensure that sufficient planning is completed to action this immediately if required.	Ensure robust investigation with clear recommendations from consultants
HSW-R5	05/09/25	Insufficient Budget	There is a risk that the professional services and deconstruction works cannot be completed within the current budget.	Increased cost	Project Manager	Unresolved	Medium	No Change	Ensure scope of the design engineers is accurate and that fees are fixed. Review potential works against existing rates	Ensure that agreed strategy is achievable within the existing budget and contingency is held

Risk HSW-R9 added following initial feedback from consultants during the engagement process indicating that there is a risk that through their investigations and assessments they

conclude that they cannot support the removal of the unconsented sea wall.

12. DEPENDENCIES

Ref #	Description	Urgency	Owner	Critical Date	Progress / Actions
HR-DEP-01	Joint Committee request was made to review the priority and investigate feasibility/costs to progress Stage 3 ahead of Stage 2. This will delay design until the next stage is established.	High	Project Manager	15-Sep-23	Concepts and budgets have been prepared for discussion/review by Joint Committee.
HSW-DEP-01	The unconsented sea wall is removed by 27 February 2026 to ensure compliance with the abatement notice.	High	Project Sponsor	27-Feb-26	Consultants have been engaged to provide a risk assessment and report into the removal of the unconsented sea wall to ensure it is safe to do so. Reports due for completion mid-December 2025.

HSW-DEP-01 added following the receipt of the abatement notice.

13. IWI / HAPŪ / WHĀNAU

Partnership / Relationship	Notes
Ngāti Waewae - Philippa Lynch / Susan Aitken	- Stage 1B planting plan was agreed and implemented - A meeting was held on 24 July 2025 to commence consultation with Tangata Whenua for the stage 3 stopbanks.

14. PARTNERSHIPS / RELATIONSHIP MANAGEMENT

Partnership / Relationship	Notes
Heritage NZ	Discussion required for Stage 3 once consultants engaged.
WDC	WDC Land Use Consent for Stage 1B received 19 July 2024. Stage 3 consultation to be progressed once consultants engaged.
KiwiRail	1B final rail survey was provided to KiwiRail 22 May 2025. Acceptance received 31 July 2025
Ngāti Waewae	Iwi have been approached to arrange meeting and commence engagement for stage 3 works and Cultural Impact Assessment
Waka Kotahi	Waka Kotahi Affected Party Approval for stage 1B received 4 December 2023.
Hokitika Coastal Protection Alliance	Major stakeholder for seawall extension proposal. Lines of communication established and relationship good

at present.

15. HEALTH AND SAFETY

- All current construction work is complete and contractors are disestablished from site.

8.4 Greymouth Operations Committee Project Status Report October 2025

Author	Scott Hoare, Infrastructure Reference Group Programme Manager
Authoriser	Tom Hopkins, Capital Programme Manager West Coast Regional Council
Public Excluded	No

Report Purpose

The purpose of this report is to present the Greymouth Operations Committee Project Status report for October 2025.

Report Summary

The report presents:

- An update on the progress of the project including construction and close out activities on Stages 1 & 3.

Recommendation

It is recommended that the Committee resolve to:

1. *Receive the report.*

Issues and Discussion

There are no issues that require discussion as a result of this report.

Considerations

Implications/Risks

Concept design of the Westland Mineral Sands (WMS) realignment has been completed and a budget established. Geotechnical and contamination assessment of the WMS site has been completed, and WCRC have confirmed no additional seepage modelling is required. An updated budget and request for confirmation of agreement to proceed was sent to WMS on 16/10/25.

Significance and Engagement Policy Assessment

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

Tangata whenua views

Tangata whenua have been consulted on the WMS stopbank realignment and have advised they have no concerns. If the realignment progresses a letter will be provided to support a Resource Consent variation application.

Views of affected parties

Work is being carried out under pre-existing consents. Formal consultation was undertaken at the time consents were obtained. Informal consultation has been completed and public notices issued.

Financial implications**Current budget**

\$ 2,605,822

Current expenditure

\$ 1,929,002

Future implications

Works have been funded from the IRG Project budgets. Agreement will be required from WMS to fund their proposed realignment.

Legal implications

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

Attachments

Attachment 1: October 2025 WCRC Operations Committee Project Status Report – Greymouth

Attachment 8.4.1: October 2025 WCRC Operations Committee Project Status Report – Greymouth

WCRC OC PROJECT STATUS REPORT

GREYMOUTH FLOOD WALLS (MAWHERA QUAY)

WEST COAST REGIONAL COUNCIL
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QUALITY ASSURANCE

PREPARED BY	Mike Murray	Senior Project Manager	4 November 2025	
REVIEWED / APPROVED BY	Scott Hoare	Programme Manager		

1. PROJECT STRUCTURE

Reporting Month Ending	31/10/2025
Project Sponsor	Darryl Lew, CEO
Senior Responsible Owner	Michael Beagle, Group Manager – Catchment Management
Benefit Owner(s)	Greymouth Rating District
IRG Programme Manager	Scott Hoare
Council Project Manager	Tom Hopkins, Capital Programme Manager
IRG Project Manager	Mike Murray

2. OPERATIONS COMMITTEE MEETINGS

Last Operations Committee Meeting	16/09/2025	Next Operations Committee Meeting	18/11/2025
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3. R.A.G (RED, AMBER, GREEN) STATUS

Category	Current Month	Commentary
Overall		Separable portions have been created to allow close out of the completed work while the WMS section of stopbank is resolved. Practical Completion has been awarded for Separable Portion 1 – all stage 3 works and all stage 1 works except the WMS section. Geotechnical and contamination testing is complete at Separable Portion 2 (the WMS section) and WMS have been sent information and updated budget for approval.
Trend	→	No change.
Budget		Budget is tracking well for the agreed scope of Stages 1 and 3. Agreement will be required from WMS to fund their proposed realignment.
Scope		Scope is well defined, upgrade of existing stop banks to 1:150 year plus 600 mm freeboard.
Resource		No resource concerns at this stage.
Schedule		The Stage 3 and Stage 1 work except WMS section have been completed. Geotechnical and contamination testing is complete at Separable Portion 2 (the WMS section) and WMS have been sent information and updated budget for approval. Obtaining agreement from WMS is delaying completion of the project.
Risks/ Issues		Obtaining agreement from Westland Mineral Sands to undertake construction at their cost is yet to be confirmed.

4. GOVERNANCE DOCUMENTS AND RECOMMENDATIONS TO SRO / COUNCIL / KANOA

Document	Submission Date	Approval Date	Comments
Funding Agreement Variation (2)	16-Feb-23	09-Jun-23	Application for transfer of funds from Westport Early Warning Project and an Extension of Time with new completion date of May 2024
Mawhera Quay Tender Evaluation and Recommendation	11 Dec 23	21 Dec 23	Contract signed by both WCRC and MBD received 23 Dec 23
Funding Agreement Variation (4)	7-Jun-24	24-Jul-24	Application for an extension of time with new completion date of September 2024.

5. STATE OF PLAY

Last Month	Next Month
Construction Copies of Geotech and contamination reports and updated budget sent to WMS on 16/10/25 along with a request for confirmation of agreement to proceed.	Construction: - No current activities Design: - Obtain agreement of costs with WMS and commence design of realignment
Total Project - Placement and compaction of approximately 7,000 m³ of bulk fill - Placement of approximately 2800 tonnes of rock armour	
Current Tasks and Decisions Obtain agreement of costs with WMS and commence design of realignment	

6. FINANCIAL SUMMARY

Financial Summary	
Current Budget	\$ 2,605,822
Current Expenditure	\$ 1,929,002
Remaining Funds	\$ 676,820

7. HIGH LEVEL ROADMAP

Project Name	FY 2022/23				FY 2023/24				FY 2024/25				FY 25/26			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Month Starting	July	Oct	Jan	April	July	Oct	Jan	April	July	Oct	Jan	April	July	Oct	Jan	April
Design																
Consent																
Stage 1																
Stage 1 WMS																
Stage 3																

8. MILESTONES

Milestone	Baseline Date	Tracking	Actual Date	Comment
Scope of Works - Preliminary Design			03-Feb-23	Complete
Peer Review- Scope of Works			30-Mar-23	Complete
Feedback from GDC			16-May-23	Complete
GDC Engineering approval of revised drawings	9-Aug-23		24-Aug-23	Conditional approval provided
Consent Documentation/Application	31-May-23		19-Oct-2023	Complete
Tender Preparation, analysis, negotiation	31-May-23		11-Dec-23	Complete
Council review and award	02-Jun-23		21-Dec-23	Complete
Completion of Construction	31-May-24		27-Jun-25	Separable portion created in June 2025 to allow Practical Completion of completed work
Complete Geotech testing of WMS section.	22-Aug-25	19-Sep-25	9-Oct-25	Delayed by weather, TMP and contractor availability.
Issue report to WMS requesting agreement to proceed	30-Oct-25			No response received

9. CONSENTS

Updated modelling received from Land River Sea (modelling was undertaken for other projects but is being reviewed to further inform the IRG project).

Wynn Williams legal opinion received confirming existing consent has been given effect.

Acceptance of legal opinion received from GDC.

Meeting held with Iwi 15 Feb 2024, letter of support received 28 Feb 2024.

Plans sent to Heritage NZ 5 Feb 2024, archaeological review carried out and confirmation no impact to Heritage Sites received 5 March 2024

Meeting held with Grey Heritage Trust 21 February 2024, positive feedback received. Site walk with Contractor held 24 August prior to starting work in this area.

GDC advised SP1 complete and invited to inspect on 24 June 2025. GDC declined invitation.

10. PROJECT ISSUES

ID #	Date Raised	Issue Description	Priority	Action Required	Issue Owner
G-ISS-01	16 March 2023	Amendment to existing Consent will require additional Consents due to updated District Plans and TTP	High	Review design and GDC feedback to meet existing Consent requirements where possible.	Closed
G-ISS-02	4 April 2023	GDC Engineering Sign Off delayed due to lack of resource	High	GDC to be advised of pending documentation and date sign off required by 9 August 023	Closed
G-ISS-03	30 October 2025	No agreement from WMS on whether to proceed with realignment is delaying project completion	High	WMS to be advised agreement is required by 14 November 2025	Inovo

11. CURRENT PROJECT RISKS

ID #	Short Risk Name	Source of Concern / Opportunity	Implications	Risk Owner	Governance Status	Rating	Trend	Governance Actions	Treatments / Mitigations
G-RIS-07	Westland Mineral Sands (WMS)	WMS have requested stopbank along Gresson Street be realigned	Delay to Programme Increased cost	WCRC	Ongoing	Medium	No Change	Agreement required from WMS to undertake work	Existing bank uplifted with aggregate to design crest level while awaiting agreement from WMS
G-RIS-05	Weather	Flooding from weather events causing damage during construction	Delay to programme HS Equipment damage Environmental	Contractor	Ongoing	Low	No Change	Review plans and on-site implementation	Contractor management plans.
G-RIS-06	Unforeseen Ground conditions	Unforeseen ground conditions and unmapped services	Delay to programme, additional costs	Project Manager	Ongoing	Low	No Change	Engineers to address any issues as they arise	Engineers to address any issues as they arise
G-RIS-04	Scope of works	Scope increases	Increased cost	Project Manager	Unresolved	Low	No Change	Approve variations when requested.	Forecast expenditure and apply for variations.

12. DEPENDENCIES

Ref #	Description	Urgency	Owner	Critical Date	Progress / Actions
G-DEP-01	GDC to sign off design before tendering	High	Project Manager	09-Aug-23	GDC provided Conditional acceptance 24 August 2023
G-DEP-02	Tender Evaluation	High	Project Manager	13-Nov-23	Recommendation provided to WCRC and Contract awarded 23 December 2023
G-DEP-03	Completion of the Stage 1 works	High	Project Manager	20-Dec-24	WMS signed agreement with WCRC to proceed with investigation and design into the relocation of the bank.

13. IWI / HAPŪ / WHĀNAU

Partnership / Relationship	Notes
Ngāti Waewae - Philippa Lynch / Susan Aitken	Final plans issued 5 Feb 2024, discussion held 15 Feb 2024. No CIA required as operating under existing consent. Letter of support received 28 Feb 2024

14. PARTNERSHIPS / RELATIONSHIP MANAGEMENT

Partnership / Relationship	Notes
Heritage NZ	Archaeological review carried out and confirmation no impact to Heritage sites received 5 March 2024 and issued to HNZ (Note existing consent does not require any sign off from HNZ).
GDC	CCTV survey sent to GDC 17 May 2024 A shallow undocumented water pipe was uncovered 8 May 2024. Pipe capped by GDC. Coal tar uncovered beneath existing bank on 8 May 2024. Coal tar encapsulated in-situ. Request for comment on proposed WMS relocation sent 25 March 2025. Peter O'Sullivan called 21 May 2025 and indicated verbally no objections, however to date no formal response has been received. GDC advised SP1 complete and invited to inspect on 24 June 2025. GDC declined invitation.
Grey Heritage Trust	Phone conversation held 10 April 2025 with Paul Schram to discuss proposed WMS work and demolition of slab. Paul indicated slab was not listed and Trust had no objections, but if possible would like to retain the front edge/steps.

15. HEALTH AND SAFETY

No construction activities being carried out at present.

8.5	Westport Flood Protection Scheme Project Status Report October 2025
Author	James Ireland
Authoriser	Tom Hopkins, Capital Programme Manager West Coast Regional Council
Public Excluded	No

Report Purpose

The purpose of this report is to present the Westport Flood Protection Scheme Operations Committee Project Status report for the period up to the end of October 2025.

Report Summary

The report presents:

- An update on the progress of the project focusing on design, consenting and procurement.
- High level roadmap for the project.

Recommendation

It is recommended that the Committee resolve to:

1. *Receive the report.*

Issues and Discussion

There are no issues that require discussion or resolution as a result of this report.

Considerations

Implications/Risks

A consolidated design/ construction risk register has been developed which is to be reviewed and adopted by the project team. Review of the top ranked risks has occurred with owners assigned. A second risk review is planned to confirm mitigation plans and owners for the remainder of the risk items.

Significance and Engagement Policy Assessment

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

Mana whenua views

Mana whenua (Ngāti Waewae) are a key stakeholder to the project and as such are subject to ongoing engagement and consultation with the project team. Ngāti Waewae are also represented on the Westport Rating District Joint Committee and West Coast

Regional Council's Operations Committee, and as such also have those opportunities to make their views known.

Views of affected parties

The initiation of the project was made possible via a special consultative procedure (Long-term Plan 2021-31) and is included in the current Long-term Plan (LTP 2024-34). The Resilient Westport Programme communications and engagement team provide support to the Westport Flood Protection Scheme Project team for general and targeted communications and engagement. Affected parties are able to make their views known via drop-ins to the Resilient Westport office, project-initiated community meetings, Joint Committee and Council meetings, as well as formally via resource consent application processes.

Financial implications

Current budget

The current budget for the structural protection program of works is \$25,800,000 consisting of \$15,600,000 from Central Government and \$10,200,000 from Local Share (i.e. WCRC via Westport Rating District). Central Government funding expressly excludes flood protection works at Carters Beach. Structural flood protection works at Snodgrass were not allowed for. Organs Island is not funded. We will be requesting that government spend extend into next financial year which will be a project change request.

Current expenditure

Total expenditure is \$4,780,835 which equates to 18.5% of the currently approved budget of \$25,800,000, this includes reimbursement claims up to 30 June 2025. The next reimbursement claim will cover the period to 30 September 2025.

Legal implications

Legal implications are addressed in the Issues and Risks sections of the Status Report as appropriate.

Attachments

Attachment 1: October 2025 WCRC Operations Committee Project Status Report – Westport Flood Protection Scheme.

Attachment 8.5.1: October 2025 WCRC Operations Committee Project Status Report – Westport Flood Protection Scheme

WCRC OC PROJECT STATUS REPORT

WESTPORT FLOOD PROTECTION SCHEME

WEST COAST REGIONAL COUNCIL
ISSUE 01 - MONDAY, 10 NOVEMBER 2025



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QUALITY ASSURANCE

PREPARED BY	James Ireland	Senior Project Manager	10 November 2025	
APPROVED BY	Tom Hopkins	Capital Programme Manager	10 November 2025	

1. PROJECT STRUCTURE

Reporting Month Ending	31/10/2025
Project Sponsor	Darryl Lew, CEO
Senior Responsible Owner	Michael Beagle, GM – Catchment Management
Benefit Owner(s)	West Coast Regional Council
Council Project Manager	Peter Blackwood
WCRC Programme Manager	Tom Hopkins

2. OPERATIONS COMMITTEE MEETINGS

Last Operations Committee Meeting	16/09/2025	Next Operations Committee Meeting	18/11/2025
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3. R.A.G (RED, AMBER, GREEN) STATUS

Category	Current Month	Commentary
Overall		The team has continued to deliver a large volume of investigation and design work on many of the fronts. Overall, the status is marked as red due to the budget category where we are expecting to require funding extension beyond the required date. A full project review is underway to assist project planning and associated cash flows with the objective of accelerating the program by endeavoring to program more elements to be in parallel rather than a linear approach to the project. We are also developing a more efficient procurement strategy for the major construction contract packages.
Trend	→	Steady progress is being made.
Budget		Cashflow forecast indicates the project will not expend the government funding within the timeframe required. This is currently under discussion with the funder. We will be requesting that government spend extend into next financial year which will be a project change request. Budget forecast is being updated monthly to reflect dates in updated project schedule. An external QS is conducting a peer review to assess the reliability of the current budget and forecast. Snodgrass/ Carters beach/ Organs Island funding & budget still to be finalised.
Scope		Due to TTPP consenting changes, an additional resource consent from BDC is required. This will result in additional time and cost to the project due to increased consenting scope. This has limited impact on the overall programme therefore status remains green.
Resource		Currently undergoing external review of resource requirements against the project roles. Contracting resources are finite in the region and so the delivery strategy will have a large bearing on the outturn cost. The most time efficient delivery will come at a cost premium. Currently developing a plan to review dedicated resources required to manage property access and consultation with affected parties as this is a very critical and high risk element of the project.
Schedule		Start date for Avery's has been delayed to Jan '26 due to additional consenting requirements which push the consent award close to the seasonal break. On this basis the construction start date has been moved to mid-January. A full gantt chart has been completed for the programme of work which outlines detailed timeframes for each stage.
Procurement		A top-level contracting procurement strategy is being developed to optimise value for money and mitigate risk associated with a small pool of consultants/ contractors delivering a large programme of work. A procurement plan is being developed for the remainder of the consenting programme to improve efficiency of approvals.
Risks/ Issues		A Risk/Issues register has been developed for internal review and adoption.

Risk workshop has been held to review top risks and assign mitigation owners. Risk and Issues register to be reviewed as part of monthly project review process. Risks have been identified and are being actively managed by assigned team members.

We have identified 7 extreme risks and 6 high risks. When mitigations are applied, all of these reduce to medium or below.

4. GOVERNANCE DOCUMENTS AND RECOMMENDATIONS TO SRO / COUNCIL

Document	Submission Date	Approval Date	Comments
<<none to report>>			

5. STATE OF PLAY

1722 - UPPER BULLER RIVER - UPSTREAM SH67 BRIDGE

Investigation and Design

- GHD consultants are around 20% through the final geotechnical and civil design. Resource priority is being given to the Upper Orowaiti sections, with a target to construct in this Financial Year.

Planning & Environmental

- Planning advice is progressing for the linked resource consent application for Upper Buller and Carters Beach, with a target submission date of mid-December. Meeting this deadline will help identify specific consultation needs.
- Further information is being obtained on approvals required for the Westport Domain. If this threatens schedule, this area can be separated/delayed from the substantive consent application.

Property

- At this point most discussions with landowners have been favourable.

Construction

- A contract is well under way for the purchase, supply and delivery of the rock riprap to protect around 230 metres of riverbank and stop banks adjoining the O'Connor Retirement Home.
- Construction scheduled for Q3/26 to Q3/27

1723 - OROWAITI - EASTONS (STEPHEN RD TO SH67 OROWAITI BRIDGE)

Investigation and Design

- A fee proposal has been received for optioneering and feasibility assessment of this 1.6km section of stopbanks and floodwalls. This is currently being assessed by WCRC. This is a difficult section through a very narrow construction corridor adjacent to the estuary.

Planning & Environmental

- Scheduled for Q1 2027 to Q4 2027

Property

- Nothing to report this month.

Construction

- The Abattoir Drain Culvert will be delivered shortly.

Construction is scheduled for Q1 2026 to Q3 2026.
1724 - UPPER OROWAITI (STEPHEN ROAD TO HARNEYS RD)
McKenna's
Investigation and Design - Complete Planning & Environmental - Complete Property - Complete Construction - Substantive stopbank completed. Balance of works deferred to Q3 2027 pending development of toe overlay design/ property/ planning and contractor procurement (currently paused as low priority).
Harneys Rd to McKenna's
Investigation and Design - Final design 80% complete Planning & Environmental - A proposal is currently being assessed for planning support leading to lodging of the resource consent application. However, this section may not need consent, we are in the process of confirming this. Property - Complete Construction - Planned for Q2 2026 to Q3 2026
Stephens Rd to McKenna's
Investigation and Design - A fee proposal has been received for the final design and this has been commissioned. Planning & Environmental - The environmental assessments have been commissioned. - A fee proposal has been received for planning support leading to lodging of the resource consent application. This is currently being assessed. Property - Nothing to update this month. Construction - Construction is scheduled for Q1 2026 to Q4 2026
1725 - LOWER OROWAITI - SH67 OROWAITI BRIDGE to CRADDOCK DRIVE (Exc. AVERY'S)
Investigation and Design - Good progress is being made on the design between Avery's and the SH67 Bridge. The geotechnical and civil design will be similar to that section adjoining the culvert in the Averys "quick win" section. Draft plans will be ready soon. - Design consultants have been commissioned for the Craddock Drive to Avery's reach. Planning & Environmental - We may accelerate the AEE etc so we can lodge the consent on this section. Property - Nothing to report this month

Construction Construction scheduled for Q4 2026 to Q3 2027
1726 - LOWER OROWAITI - AVERY'S
Investigation and Design - All geotechnical design and civil design is complete. Planning & Environmental - The resource consent application was lodged and a substantial further information request received which has delayed consent award. All matters have now been addressed in detail and almost all questions satisfactorily answered. - With the release of the TTPP decisions, a resource consent is now required from BDC. The documents for this application have been provided. There are a few more requirements for this consent, which are being urgently addressed. Property - Nothing to update this month. Construction - Site Access for starting construction is dependent on resource consent being granted from Buller District Council. This is expected in December '25 with site access expected mid-January '26. - The supply of the Averages culvert has been commissioned and is ready for delivery when needed.
1727 - DOWNSTREAM OF BRIDGE inc. WHARF (LOWER BULLER)
This is a particularly complex area that will require careful interaction within the industrial setting. It will involve an amalgam of stopbanks and floodwalls. There is time to achieve the various permissions as most of the works are programmed for 2026/27 – although it may be possible to commence work on the upstream few 100m, outside of the industrial area, in late 2025/26. Investigation and Design - The further option of modelling of the Buller River at the SH67 Bridge, likely to result in further lowering of flood levels at the bridge and upstream, has been completed. There has been no measurable decrease in flood levels. This means that options that remove the flood risk in the 1% AEP flood to an immediately upstream property will require further review. - The geotechnical investigations for this 2.1km length of stopbanks and floodwalls is completed. The geotechnical factual report has been completed on the findings of the geotechnical investigations. A fee proposal has been received for the next stages of design and is currently being assessed. Planning & Environmental - A desktop archaeology check has been completed on this reach. This advises there is one large archaeological/Heritage NZ/council listed site within the project area – NZAA Site Record K29/100. It is considered that there is pre-1900 material being affected by any ground disturbing works within the reach area. It recommends that an archaeological authority is applied for prior to ground disturbing works. An Archaeological Assessment of Effects has also now been commissioned and is under way with reporting due in November. - A specific Planning Report has also been prepared for this reach. Property - Nothing to report this month. Construction - Construction scheduled for Q4 2026 to Q3 2027
1728 - NORTH END STOP BANK
Investigation and Design

- A fee proposal has been received for optioneering and feasibility assessment of this 3.4km length of stopbanks and floodwalls. This is currently being assessed by WCRC. Planning & Environmental - An initial ecological assessment was received on the difficult section of stopbank along Craddock Drive. This advised to keep out of the CMA as land on the estuary side of Craddock Drive has high ecological and tangata whenua values. In contrast the landward wetland is modified and has much lower ecological values. A final and full report is due soon. - DOC has granted a Wildlife Act Authority for this section. Property - Nothing to report this month. Construction - Construction is scheduled for Q4 2026 to Q1 2027
1729 - FLOATING LAGOON
Investigation and Design - Davis Ogilvie have completed the final geotechnical and civil design for the Floating Lagoon. - Detailed consultations continue to be held with BDC stormwater staff. They are changing and rationalizing their stormwater system and this to ensure the WCRC stopbank accommodates this change. Planning & Environmental - Archaeological Assessment commissioned for the whole lower Buller true right bank which includes this section. Site visit undertaken and reporting under way due for delivery in November. - DOC has granted a Wildlife Act Authority for this section. Property - Nothing to report this month. Construction - This work is programmed for construction starting Q1/26 to Q3/26.
1730 - PORTABLE BARRIER AND TALLEY'S BUND
Investigation and Design - WSP optioneering has identified viable options and they have engaged with WCRC. WSP are now reviewing the preferred options. - A fee proposal has been received for the preliminary and final design of the preferred option and is under review by WCRC. Planning & Environmental - Archaeological Assessment commissioned for the whole lower Buller true right bank which includes this section. Site visit undertaken and reporting under way due for delivery in November - DOC has granted a Wildlife Act Authority for this section. Property - Nothing to report this month. Construction - Construction is scheduled for Q3 2026 to Q4 2026
1731 - CARTERS BEACH
Investigation and Design

- Options for flood protection of Carters Beach have been costed, including a cheaper alternative option. The alternative will protect 3 houses that currently have no other means of viable flood protection. It is approximately 2.4km long, with a maximum height of 3.3m above adjacent ground and generally 2.5 to 3m.
- Conclusion of the 2D modelling of the SH67 Buller Bridge has shown the proposed option does potentially raise flood levels at the SH67 bridge by 0.07m. (However please refer to additional modelling referenced in section 4 preceding). These findings are being submitted to NZTA for their comment.
- The geotechnical site investigations have proceeded well and are close to completion.

Planning & Environmental

- The resource consent application is planned to be lodged as a joint application with the Upper Buller consent application (please refer the previous information on Upper Buller).
- The preparation of the resource consent application and the associated inputs is taking high priority and resources are targeting to submit the application mid-December. This is a challenge but will assist in knowing consultation requirements.
- The proposed alignment crosses a Nationally Significant Historic Reserve and likely may need review at this stage. We have embarked on consultation with the tangata whenua, following high level meetings.
- Archaeological Assessment commissioned, and a site visit was completed in October, reporting due November.

Property

- Consultations have also been held with the owners of 5 properties from the SH67A Bridge to Carters Beach that cannot be protected by the stopbank. Mitigation solutions are being explored with further site visits having been held to assess available options.

Construction

- Construction is scheduled for mid to late 2026 subject to funding.

1733 - SNODGRASS

A flood mitigation report was submitted to the Snodgrass Community Group representatives on 29 January 2025 and the whole community the next day. Political representatives of both Councils and both Chief Executives also attended these meetings. The proposal would consist of a stopbank to protect 26 of the 30 vulnerable properties. The design is conceived to keep overland flow paths open as far as practicable and minimise any adverse effects to reasonable limits.

Investigation and Design

- Design work has temporarily paused to prioritise resources on other sections. It will recommence soon with the geotechnical investigations.
- A further investigation has been commissioned to assess whether more properties can be included in the proposal, without compromising overland flow paths and raising flood levels elsewhere.
- Funding options for the flood mitigation work are not confirmed and need to be assessed.
- The geotechnical investigations for this work may proceed after the Carters Beach ones which are prioritised.

Planning & Environmental

- Scheduled for Q4 2026 to Q1 2027.

Property

- Nothing to report this month.

Construction

- Construction is scheduled for Q4 2026 to Q1 2027 subject to funding

6. FINANCIAL SUMMARY

Financial Summary	Budget	Expenditure	Remaining
Current Budget (excluding Carters Beach and Snodgrass)	\$ 25.8M	\$ 4.78M	\$ 21.02M

The financial summary above covers the period until 30 September 2025. October 2025 financials were not available at the time of writing.

7. HIGH LEVEL ROADMAP



8. PROJECT RISKS AND OPPORTUNITIES

RISK REGISTER FILTERED TO SHOW EXTREME AND HIGH RISKS

CATEGORY	WORKSTREAM	STATUS	ID	RISK	RISK IMPACT DESCRIPTION	LIKELIHOOD	IMPACT	TOTAL	INITIAL RISK	MITIGATION MEASURE	ACTION OWNER	REVIEW PERIOD	RESIDUAL LIKELIHOOD	RESIDUAL IMPACT	TOTAL	RESIDUAL RISK	STATUS	DATE ADDED	ADDED BY
Financial	Project Management	Live	23	IF the overall costs of the flood protection structures have increased from the costings in the Business Case	THEN there may not be enough funds to deliver the scope of work AND we may not be able to build all the scope currently identified.	4	5	20		Maintain a live forecast, monitored monthly and include contingency proportionate to the risk. Conduct peer review of forecast costs.	Senior PM	Monthly	2	5	10		Open	25/09/2025	J Ireland
Reputation / Political	Construction	Parked	15	IF construction works are not completed to the publicised programme	THEN there may be reputational damage with funder, and the public and potential increase in costs for consultants	4	5	20		Keep working group and public updated of progress and timeframes so they remain aware of remaining works and risks and explain changes to timelines ETC and Engineers rep to drive delivery of programme onsite, contract programme has been adjusted to ensure achievability and includes allowance for potential wet weather delays. LD's included in contract, set at a value to recoup the majority of consultant costs. Begin with realistic construction timeframes	Construction Engineer	Monthly	1	5	5		Open	25/09/2025	J Ireland
Financial	Design & Investigation	Live	19	IF port side infrastructure i.e. existing wharf and structures are in disrepair such that they impact the design	THEN this could require additional design effort for the flood protection scheme project	5	4	20		Understand the condition of the neighbouring assets and how the construction of a flood protection structure might affect it. Consider realignment of FPS structures?	Chief Engineer	Monthly	1	4	4		Open	25/09/2025	J Ireland
Reputation/Political	Property	Live	32	IF land entry agreements are not thoroughly documented	THEN there is a risk that property owners change their minds about what they will accept in relation to effects on their property AND this can lead to extended negotiation timeframe and resource consent issues.	5	4	20		Seeking land entry agreements as early as possible, document discussions and decisions. Explaining process to owners, having flexibility to accommodate landowner wishes and 'compensation' (work in kind)	Senior PM	Monthly	3	4	12		Open	25/09/2025	J Ireland
Reputation/Political	Project management	Live	71	IF unrealistic timeframes are publicly/contractually committed	THEN quality, scope, and reputation is compromised.	4	5	20		Utilising project Gantt chart with sufficient contingency. clear communication of timeframes. consider peer review of timeline.	Senior PM	Monthly	2	5	10		Open		J Mandery
Operational	Project management	Live	73	IF poor PM practice leads to missed risks/ comms	THEN issues crystallise late.	4	5	20		continual review of gantt, risk register and mitigation actions, monthly reporting exceptions, peer review of PM practices. involving all key project members and ensuring project governance briefed	Senior PM	Monthly	1	5	5		Open		J Mandery
Financial	Construction	Live	13	IF there is limited competition in the rock / aggregate supply element of the contract	THEN contractors may not be able to price competitively and the contract cost may exceed the budget	4	4	16		Early market engagement to understand quarry capacities and how to unlock potential supply constraints. Ensure that the evaluation process allows for non-selection if required..	Construction Engineer	Monthly	2	3	6		Open	25/09/2025	J Ireland
Operational	Operational	Parked	20	IF demountable structures are not maintained and looked after	THEN parts may become lost or damaged and installation may be ineffective leading to flooding	4	4	16		Establish a secure and safe location for the parts and ensure that periodic maintenance is carried out	to be assigned	Post Construction - Annual	1	4	4		Open	25/09/2025	J Ireland
Reputation/Political	Property	Live	24	IF property owners who the scheme relies on for acquisition or occupation, do not support elements of the scheme	THEN this may make the consenting process more onerous AND extend duration of consenting OR require acquisition through public works act	4	4	16		Risk assessment of property owners affected and make plan for engagement with the higher risk ones. Keep them involved as the scheme develops and inform them of process and their part to play.	Property Engagement team	Monthly	3	4	12		Open	25/09/2025	J Ireland
Financial	Project Management	Live	16	IF schedule slippage continues to move forecast expenditure in to the future	THEN existing funders may lose confidence in the delivery approach AND could reallocate/ reduce funding AND the scope may need to be reduced to suit available funds AND costs will escalate AND could affect new funding opportunities	3	5	15		Focus on accuracy of project schedule, ensuring all accountable parties are involved, track progress and changes/ slippage. Maintain engagement with funding agencies and explain why updates/ changes are made to programme.	SRO	Monthly	1	5	5		Open	25/09/2025	J Ireland
Programme	Design & Investigation	Live	18	IF Kiwirail consider their infrastructure is adversely affected by the flood scheme	THEN they may withhold approvals for deeds of grant etc AND this could delay certain aspects of the design/ construction	3	5	15		Ensure ongoing engagement with Kiwirail, understand key process timelines for the deed of grant etc. Use resources familiar with kiwirail processes. Understand what are kiwirails key design criteria.	Chief Engineer	Monthly	1	5	5		Open	25/09/2025	J Ireland
Programme	Design & Investigation	Live	22	IF the flood bank is not integrated with the stormwater system	THEN the integrity of the programme may become compromised. This is now exacerbated with the repeal of the previous Government's 3W reforms.	3	5	15		Maintain communications with the BDC stormwater asset manager to develop a combined delivery strategy.	Chief Engineer	Monthly	1	5	5		Open	25/09/2025	J Ireland

9. DEPENDENCIES

Ref #	Description	Urgency	Owner	Critical Date	Progress / Actions
1	The construction of Upper Buller section affects the flood levels at Carters Beach so approval of consents for these two physically separate sections are interlinked.	High	P Blackwood	21/11/25 (consent application submitted)	Consenting activity for the two sections has been bundled together

10. IWI / HAPŪ / WHĀNAU

Partnership / Relationship	Notes
Ngāti Waewae	Ongoing dialogue in relation to all sections of the stop bank and associated works. Archaeological site at Carters Beach is noted and has been discussed. Agreement has been reached on a path forward at this site. Consultation is also being formally recorded through the consenting process.

11. PARTNERSHIPS / RELATIONSHIP MANAGEMENT

Partnership / Relationship	Notes	Status (R/A/G)	
Buller District Council	Affected party & asset owner/operator/ administrator in the area (utilities, roading network and reserves/ domains)		Ongoing meetings on monthly basis to ensure collaboration. Project team working with BDC to agree License to Occupy for sections of the stopbank and interface with stormwater system.
KiwiRail	Asset owner in the area and affected operationally by the works in multiple locations including two rail crossings and the stop bank alignment.		Engaged in relation to rail crossing design proposals and rail embankment overtopping/ culvert capacity.
DIA	Funding partner		Have a current requirement that work needs to be completed by the end of June 2026 which will not be met. Project team working with the funder to progress this.
Department of Conservation	Manager of National Parks and protected areas, consultation planned to understand requirements and any concessions required from them as land managers.		Consulting with DOC to resolve Wildlife Act Authority matters.
NZ Transport Agency Waka Kotahi	Asset owner for the NZTA stopbanks, and affected party as owner of State Highway.		Consulted in relation to SH67A and Buller Bridge

Talley's	Major commercial stakeholder affected operationally by the proposed works		Stakeholder management ongoing through investigation and design process.
Western Mineral Sands	Major commercial stakeholder affected operationally by the proposed works		Stakeholder management ongoing through investigation and design process.
Heritage New Zealand			Archaeological Assessment of Effects from Buller Bridge to North End tip head and Carters beach section has been commissioned. Field work is complete and reporting being prepared.
Kawatiri Coastal Trail	Cycle trail		Ongoing engagement through design phase
Westport Airport (JV between BDC and MOT)			Ongoing engagement through design phase

12. HEALTH AND SAFETY

- The project is currently in the Investigation and Design phase, with no physical construction work underway at present.
- Site Investigation activities have been undertaken under the management of the design consultants, who have managed the Health & Safety of drilling and test pitting activities under individual site-specific Health & Safety plans.
- Consultants are working through the West Coast Regional Council Health and Safety pre-qualification process.
- Once construction contracts are in place, Health & Safety management for construction activities will be led by the Physical Works Contractors, with an initial review of H&S Plans by the Engineer to Contract.

10 Motion into Public Excluded Meeting

Recommendation

It is recommended that the Committee resolve:

1. That the public be excluded from the following parts of the proceedings of this meeting, namely – **agenda items 11 to 12** (all inclusive).

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) of LGOIMA for the passing of this resolution
11.1 Action List – public excluded	s7(2)(a) – the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons s7(2)(b)(ii) – the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information s7(2)(j) – the withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage	S48(1)(a)(i) – the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
12.1 Franz Josef Operations Committee Project Status Report October 2025 – Financial Public Excluded	s7(2)(b)(ii) – the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	S48(1)(a)(i) – the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
12.2 Franz Josef Stage 2 Operations Committee Project Status Report October 2025 – Financial Public Excluded	s7(2)(b)(ii) – the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	S48(1)(a)(i) – the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) of LGOIMA for the passing of this resolution
12.3 Hokitika Operations Committee Project Status Report October 2025 – Financial Public Excluded	<i>s7(2)(b)(ii) – the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</i>	<i>S48(1)(a)(i) – the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</i>
12.4 Greymouth Operations Committee Project Status Report October 2025 – Financial Public Excluded	<i>s7(2)(b)(ii) – the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</i>	<i>S48(1)(a)(i) – the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</i>
12.5 Westport Operations Committee Project Status Report October 2025 – Financial Public Excluded	<i>s7(2)(b)(ii) – the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</i>	<i>S48(1)(a)(i) – the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</i>