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Greymouth Rating District Joint Committee

AGENDA

Greymouth Rating District Joint Committee Meeting

Date: Thursday 12 November 2026

Time: 2:00pm

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

The membership of the committee is:

- Colin Smith – Chair, West Coast Regional Council
- Peter Ewen – Councillor West Coast Regional Council – Grey Constituency
- Allan Birchfield – Councillor West Coast Regional Council – Grey Constituency
- Tania Gibson – Mayor, Grey District Council
- Tim Mora – Councillor, Grey District Council
- Allan Gibson – Councillor, Grey District Council

Order of business

1. Welcome *(Haere mai)*

2. Apologies *(Ngā Pa Pouri)*

3. Declarations of Interest

4. Public Forum, Petitions and Deputations *(He Huinga tuku kōrero)*

5. Late items

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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.

Late Items

The Chairperson will give notice of items requiring urgent attention not on the agenda as follows.

Matters Requiring Urgent Attention as Determined by Resolution of the Council:

A meeting may deal with an item of business that is not on the agenda where the meeting resolves to deal with that item and the Chairperson provides the following information during the public part of the meeting:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

Items not on the agenda may be brought before the meeting through a report from either the chief executive or the Chairperson. The item may be allowed onto the agenda by resolution of the Council.

Minor Matters relating to the General Business of the Council:

A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. The meeting may not make a resolution, decision or recommendation about the item, except to refer it to a subsequent meeting for further discussion.

6	**Minutes of Greymouth Rating District Joint Committee Meeting 25 June 2026**
Author	Chris Chinn, Principal Governance Advisor
Public Excluded	No

Report Purpose

The purpose of this report is to receive the minutes of the Greymouth Rating District Joint Committee meeting of 25 June 2026.

Recommendation

It is recommended that the Committee resolves to:

1. *Confirm that the minutes of the Greymouth Rating District Joint Committee meeting held on 25 June 2026 are a true and correct record.*

Attachments

Attachment 1: Greymouth Rating District Joint Committee Meeting Minutes – 25 June 2026

GREYMOUTH JOINT COMMITTEE

MINUTES OF THE GREYMOUTH JOINT COMMITTEE MEETING
HELD ON 25 JUNE 2026
AT WEST COAST REGIONAL PAROA OFFICES
388 MAIN SOUTH ROAD, GREYMOUTH, COMMENCING AT 2:00PM

PRESENT:
Cr C. Smith (Chair, West Coast Regional Council and Chair of Greymouth Rating District Joint Committee)
Cr A. Birchfield (Councillor, West Coast Regional Council)
Cr P. Ewen (Councillor, West Coast Regional Council)
T. Gibson (Mayor, Grey District Council)
Cr A. Gibson (Councillor, Grey District Council)
Cr T. Mora (Councillor, Grey District Council)

IN ATTENDANCE:
J. Soderlund (Chief Executive, Grey District Council)
K. Perrin-Smith (GM Operations, Grey District Council)
S. Adam (Administration, Grey District Council)
D. Lew (Chief Executive, West Coast Regional Council) – *via Zoom*
M. Beagle (GM Catchment Manager, West Coast Regional Council)
P. Birchfield (Area Engineer, West Coast Regional Council)
W. Spencer (Area Engineer, West Coast Regional Council)
R. Barrow (Executive Assistant, West Coast Regional Council)

IN ATTENDANCE PUBLIC FORUM:
V. Dalal (Local Democracy Reporter)

UNCONFIRMED

1. Welcome

Cr Smith opened the meeting and welcomed all those in attendance.

2. Apologies

The Chair called for apologies. There were none.

3. Declarations of Interest

The Chair called for declarations of interest. There were none.

4. Late Items

The Chair called for late items. There were none.

5. Public Forum, Petitions and Deputations

The Chair called public forum, petitions or deputations. There were none.

6. Confirmation of Minutes

6.1 Minutes of Greymouth Joint Committee Meeting – 26 March 2026

The Chair invited corrections to the minutes of the meeting held on 26 March 2026. There were none.

Moved (T. Gibson/Cr Mora) *the Minutes of Greymouth Joint Committee Meeting – 26 March 2026 were a true and accurate record.*

Carried

There was a request for an update on a matter referred to in the minutes from the previous meeting of 26 March 2026. A report on the status of the Richmond Quay floodwall seepage investigation was addressed as follows:

- Whilst piezometers are installed, the data loggers which collect ground water level data are not yet in place, hence there has been no further progress.

7. Actions List

The actions list was addressed by M. Beagle, and the following updates were noted.

- Item 1 (ACT0032) – Completed. The resolution to proceed with Option 3 as tabled in Report 9.2 has resulted in this action being made obsolete.
- Item 2 (ACT0042) – Completed. It was confirmed that the abatement notice to Weststone was complied with and withdrawn.

Moved (Cr Gibson/Cr Ewen) *that the Committee receives the Actions List and noted information.*

Carried

8. Chair's Report (verbal)

The Chair thanked the operational team for their reports, noting the agenda included some significant matters to address.

Moved (T. Gibson/Cr Birchfield) *that the Committee receives the Chair's report.*

Carried

UNCONFIRMED

9. Reports

9.1 Saltwater Creek Flood Mitigation (Stage One)

The report was addressed by P. Birchfield, noting the following:

- There was a discussion regarding viable options for Saltwater Creek such as 'clearing out the channels', as well as historical reports and evidence on the nature of Saltwater Creek.
- The system of Saltwater Creek flooding was stated as 'complex' due to land-water run-off, interaction between New River and Saltwater Creek, and water levels affected by tides.
- An updated proposal from Land River Sea outlining extensive work inclusive of a hydrological rainfall-runoff model was presented and the scope and budget of carrying out the proposed work was estimated at $100k. This cost is significantly greater than the original $20k allocated for budget. The current maintenance reserve was noted as approximately $380k.
- It was reiterated that New Zealand Transport Agency (NZTA) would not intervene with related flooding works unless the flood/works posed threat to their asset.
- Hydraulic modelling was emphasised as the next best option for remedy to Saltwater Creek flooding.

Moved (Cr Birchfield/T. Gibson) *that the Committee*:

1. *Receive the report.*
2. *Support, in principle, an increase in budget to $100,000 to enable completion of Stage One of the investigation (Saltwater Creek hydraulic modelling), noting that the final decision on any budget increase rests with West Coast Regional Council, and that the purpose of this report is to seek the Joint Committee's support for that request.*
3. *Note that the estimated current maintenance reserve for the Greymouth Rating District is $380,000.*

Carried

UNCONFIRMED

9.2 **Grey River – Weststone Reach: Councillor Concerns and Options for Further Assessment**

The report was addressed by M. Beagle, noting the following:

- There was a discussion on floodwall asset and clarification on boundaries with rated schemes as opposed to third-party assets (such as river works adjacent to Coal Creek/Grey, and where the boundaries exist).
- There are 'third-party' assets not included in the rating scheme, and it was requested that a list and aerial map of owned assets within the scheme's fixed register would be circulated to the Committee for review.
- Option 1 tabled in the LRS Memorandum attached to the report was agreed as the recommended option

Moved (Cr Gibson/T. Gibson) *that the Committee resolve to*:

1. Receive the report.

2. Note the Land River Sea Consulting assessment of Councillor Ewen's concerns (Attachment 1).

3. Option 1 (formal response using existing work and no new analysis) in the attached LRS Memo would be actioned in response to Cr Ewen's concerns regarding Weststone quarry and cleanfill.

Carried

9.3 **Investment Fund Contribution to Greymouth Flood Protection Scheme**

The report was addressed by T. Hopkins, noting the following:

- West Coast Regional Council has resolved to draw down $1 million from its investment fund to assist with reducing the rating impact of funding the local share for the Greymouth Flood Protection Scheme upgrade project.
- There was a discussion on how the $1m could contribute to current and proposed new projects, e.g. Range Creek attenuation basin proposal, Saltwater Creek hydraulic modelling and optioneering, proposed seepage risk assessment for existing scheme assets, assisting with resolving emerging cost pressures on the current upgrade project (management of contaminated soil).
- There was a discussion regarding options to 'uplift' the $1m for either credit in repayment of loans, or potential investment options.
- A financial analysis report for best use of the $1m investment fund contribution, including interest rate comparisons across existing loans and potential investment options, was requested to inform a future recommendation to the Committee.

UNCONFIRMED

Moved (Cr Gibson/Cr Mora) *that the Committee:*

1. *Receive the report.*
2. *Endorse the proposal to add the $1 million offered by West Coast Regional Councillors from West Coast Regional Council's Investment Fund to credit the rating district's loan balance against the Greymouth Flood Protection Scheme.*
3. *Note a financial analysis report for the best use of the $1m investment fund contribution, including interest rate comparisons across existing loans and potential investment options, to inform a future recommendation will be provided back to the Committee, retrospective of accepting the $1m investment fund contribution.*

Carried

In respect of the transfer of Greymouth Flood Protection Scheme assets from Grey District Council to West Coast Regional Council, documentation verifying the transfer of scheme assets was requested from Grey District Council.

Furthermore, the Blaketown stopbank was addressed, and it was confirmed there is currently a capital project underway implementing top-ups of 100-500mm in height to existing stopbanks at Blaketown and Cobden.

Remedial work and durability options for floodwall panels on Mawhera Quay, Blaketown, and near Dixon Park are being carried out by Davis Oglivie, with technical aspects under investigation.

Finally, an update was provided on further progress to Nature Based Solutions at [Cobden Park] within $80k budget, including hydraulic modelling, installation of two additional piezometers in the park (one permanent, one temporary pending excavation), soil testing to understand contamination, and ecological assessment.

Meeting closed at 2.58pm.

UNCONFIRMED

.....

Chair

.....

Date

UNCONFIRMED

7	**Actions List**
Author	Chris Chinn, Principal Governance Advisor
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.

Recommendation

It is recommended that the Committee resolves to:

1. *Receive the report and the information noted.*

Attachments

Attachment 1: Action List

ACTIONS LIST - Public

Item No.	Reference	Date of Meeting	Item	Officer	Update
1.	ACT0048	25 June 2026	Proceed with Option 1 for the Grey River Weststone breach and respond to Councillor Ewen using three existing Memos.	Group Manager – Catchment Management	Complete - Land River Sea (Matthew Gardner) has prepared a response memo, addressing each of Cr Ewen's concerns against the three existing Weststone memos.
2.	ACT0042	25 June 2026	Produce an aerial map clearly showing all assets owned by the Greymouth Flood Protection Scheme rating district and on the fixed asset register, with accompanying commentary, to be circulated to the Joint Committee.	Group Manager – Catchment Management	Complete - Maps will be provided at the meeting.
3.	ACT0050	25 June 2026	Provide a financial analysis of the best use of the $1 million investment fund contribution, including interest rate comparisons across existing loans and potential investment options, to inform a future recommendation to the Committee.	Group Manager – Catchment Management/Group Manager Corporate Services	Complete – Refer to Item 9.2 of this meeting

Item No.	Reference	Date of Meeting	Item	Officer	Update
4.	ACT0051	25 June 2026	Confirm flood wall transfer between WCRC and GDC occurred through verifying documentation of transfer.	Group Manager – Catchment Management	The floodwall asset has previously transferred between WCRC and GDC. GDC has provided feedback to WCRC on the asset register, and staff from both councils are finalising a number of register items to confirm ownership and maintenance obligations for each council. Work now is confirming which assets transferred.

9.1	**Infrastructure Reference Group 'Shovel Ready' and RIF 'Flood Resilience' Projects Update**
Author	Tom Hopkins, Capital Programme Manager
Authorizer	Michael Beagle, Group Manager - Catchment Team
Public Excluded	No

Report Purpose

The report provides an update on progress with the Infrastructure Reference Group (IRG) Projects funded Greymouth Flood Protection Scheme Upgrade (Stages 1-3), and Regional Infrastructure Fund Flood Resilience Projects funded Greymouth Flood Protection Scheme Upgrade (Stages 2, 4 and 5 & Floodgates).

Recommendations

It is recommended that the Committee resolve to:

1. *Receive the report*

Attachments

Attachment 1: Greymouth IRG & RIF Projects Update

Attachment 9.1.1: Greymouth IRG & RIF Projects Update

GREYMOUTH IRG/RIF PROJECTS UPDATE

PROJECT	Greymouth Capital Projects Update	DATE	27/10/2026
SUBJECT	Rating District Joint Committee Meeting Update		
ISSUED BY	Scott Hoare	Programme Manager	
ISSUED TO	Tom Hopkins	West Coast Regional Council	
FILE / REF No.	15408		

INTRODUCTION

The purpose of this report is to provide an update on capital projects co-funded with central government via the Infrastructure Resilience Group (IRG) and Regional Infrastructure Fund (RIF) 'Flood Resilience' initiatives.

GREYMOUTH STOPBANK UPGRADES (STAGES 1 - 5)

Stages 1 and 3:

- Funded through the IRG initiative, Stages 1 and 3 were substantially completed by 27 June 2025. The remaining 250 m section along Gresson Street, which had been paused pending discussions with Westland Mineral Sands (WMS), was completed in September 2026.

Stage 2, 4, and 5:

- Stages 2, 4 and 5 were unable to be completed under the previous IRG project because of budget limitations. Additional funding has been secured under the Regional Investment Fund (RIF) Tranche 2 fund. The available funding is allocated to allow completion of the stopbank raising to stages 2, 4 and 5 and upgrade of existing flood barriers at Preston Rd Bridge and rail crossings at Raleigh St and ANZAC Park.
- MBD Ltd, incumbent contractor for Stages 1 & 3, has been awarded Stages 2,4, & 5 and commenced work on the project 4 May 2026.
- Stage 4 is substantially complete, with only a 150 m section of stopbank remaining where contaminated land has been discovered during the works. Work will resume following granting of consents for contaminated-land remediation.
- To mitigate overall project delays caused by the discovery of the contamination at Stage 4, works on Stage 2 and Stage 5 have been brought forward in the programme.
- Stage 2 work began in September 2026 with completion expected by December 2026 or earlier.
- Stage 5 work began in October 2026 and is also scheduled for completion by December 2026.

Flood Barriers:

- Fox Environmental has been engaged and has completed the optioneering report for the flood barriers. Following review, the report was presented to GDC, which accepted Fox Environmental's recommendations.

- The preferred, best-value approach is to replace the existing concrete stoplogs with demountable aluminium stoplogs at Preston Road Bridge and ANZAC Park and Raleigh Street rail crossings. This barrier is technically feasible for the approximately 3m high, 10 m wide openings and is the lowest-cost practicable option. This system can be deployed more rapidly during flood events than the existing concrete barriers.
- Portable modular flood barriers are preferred for the Gresson Street and Fisherman's Wharf crossings, where only low-height protection is required. This barrier provides low-cost portable solution and can also be redeployed to other sites as needed.
- Other options considered included sliding or rolling barriers, hinged barriers, buoyant vertical barriers, flip-up barriers, and permanently raising road or rail corridors. Most were significantly more expensive or unsuitable for existing site conditions, particularly at rail crossings. Alternative barriers are estimated to cost at least $2M per location.
- Fox Environmental's scheme-wide cost estimate for the preferred flood barrier options is $550,000, including three on-site storage facilities for aluminium stoplogs. A whole-of-life budget of $650,000 is proposed to cover design, project management, and contingencies. This estimate is well below the original $1.5M budget, providing greater headroom to manage unforeseen costs associated with Stage 2, 4, and 5 works.
- The incumbent stopbank design engineer (Davis Ogilvie DO) is also investigating the option of raising the road at Fisherman's Wharf as a permanent, passive alternative solution to a modular barrier. The rough-order cost estimate is $60,000 and is not included in the engineer's scheme-wide estimate above.
- Engagement with KiwiRail is being arranged to confirm its requirements for the proposed flood barrier upgrades affecting their assets and operations.

Financial update:

- The IRG budget for Stages 1 and 3 is $2,605,822 and is expected to be underspent following the recent completion of the remaining section of Stage 1.
- RIF Tranche 2 has a $4,000,000 budget, with physical completion forecast for September 2027. Kānoa funding can be claimed once the conditions precedent has been met. The first claim, covering work completed to the end of August 2026, is expected to be submitted shortly.
- The $4,000,000 budget remains sufficient to complete the total package of works, including anticipated variations to date and considering the revised flood barriers cost estimate.
- Current project budgets and expenditure are outlined in the following table (all values exclude GST). Please note that total spending to date is all expenditure to end August 2026.

Life to Date				
Funding	Approved Budget (A)	Total Spend to Date (Actual) (B)	Forecast cost to complete (C)	Forecast cost at completion (B + C = D)
IRG (Stages 1 & 3)	$2,605,822	$2,085,499	$49,034	$2,134,534
RIF (Stage 2, 4, & 5)	$4,000,000	$ 312,777	$3,687,222	$4,000,000
Total	**$6,605,822**	**$2,085,499**	**$3,736,256**	**$6,134,534**

Next steps:

- Issue the Practical Completion Certificate for the final Stage 1 stopbank section at Gresson Street.
- Continue progressing the consent application for the Stage 4 contaminated-land remediation.
- Complete Stage 2 and Stage 5 stopbank upgrade.
- Undertake early market engagement and scoping for the flood barriers, and develop a

procurement strategy.

- Complete the remaining Stage 4 stopbank section, subject to consent approval.

Regards



Scott Hoare
Programme Manager
scott@inovo.nz

DRAFT

REPORTS

9.2	**Greymouth Rating District Loans**
Author	Colin Weeks
Authoriser	Colin Weeks, CFO and Group Manager Corporate Services
Public Excluded	No

Report Purpose

The purpose of this report is to present options for loan repayment and seek agreement from this committee to implement one.

Report Summary

For the past 3 years the total amount rated for loan principal repayment and interest for Greymouth has remained roughly the same. As part of the preparation of the Long Term Plan a methodology for loan repayments should be established and rates set in accordance with that methodology.

Recommendation

It is recommended that the Committee resolve to:

1. *Receive the report.*
2. *Leave the annual rates at* $267,432 per year which would allow the loan to be repaid over by 2037.

Issues and Discussion

Background

As part of the preparation for the 2027-37 Long Term Plan we need to include information on how the targeted rate for the Greymouth loan is set for each year. The actual rates received are applied firstly to interest on the loan with the balance applied to loan repayment.

The actual balance of the loan at 30 June 2026 is $908,003. The rate levied for 2026-27 was $267,432 (GST exclusive). On 3rd November 2026 Council resolved to reduce the loan by the $1 million as the mechanism to distribute the grant resolved on 19 May 2026.

The LTP is still under development, but additions to the loans are expected to be $1.7m over 2027 and 2028. Therefore, the loan balance at 30 June 2028 is expected to be $1.15m.

Below are 2 examples for loan repayment. These are based on the assumption that there will be no further capital work after 2028 and an interest rate of 4.5%.

Example 1
Using the current rates levied of $267,432 per year, the loan balance of $1.15m would be repaid over 5 years ie 2032.

Example 2
If the rates levied were reduced to $180,000, the loan would be repaid over 8 years ie 2035.

Considerations

Significance and Engagement Policy assessment

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

Mana whenua views

Staff are not aware of any issues within this report which would impact mana whenua.

Views of affected parties

Staff are not aware of any views of affected parties which impact on matters discussed in this report.

Financial implications

The recommendations adopted from this paper will be used in the calculation for the targeted rate set for interest and principal repayments for the Greymouth Loan.

Legal implications

Not applicable

REPORTS

9.3	**Greymouth Rating District 2025-26 Financial Report**
Author	Tracy Fitzgerald, Senior Management Accountant
Authoriser	Colin Weeks, Group Manager Corporate Services, CFO
Public Excluded	No

Report Purpose

The purpose of this report is to present the Greymouth Rating District with the Financial Accounts for 12 months to 30 June 2026.

Report Summary

Greymouth financials shows total revenue of $227,627 less expenses of $217,206. This resulted in increasing the prudent reserve from $321,725 to $332,146.

The loan balance decreased from $1,492,617 to $908,003 at 30 June 2026. This was due to transferring the prudent reserve balance to repay the loan as agreed at the Rating District meeting held on 25 November 2025.

Recommendation

It is recommended that the Committee resolve to:

1. *Receive the report.*
2. *Accept the Financial Accounts for the 2025/26 financial year*

Attachments

Attachment 1: Greymouth District Financial Accounts for 12 months to 30 June 2026.

West Coast Regional Council
Merged Greymouth Rating District Financial Accounts
For the 12 Months to 30 June 2026

	2025/26 YTD	2025/26 BUDGET	2024/25 YTD
Greymouth RD	**321,725**		214,886
Coal Creek			
New River /Saltwater Creek			
OPENING RESERVES BALANCE 1 JULY 2025	**321,725**		**214,886**
REVENUE			
Internal interest income / (expense)	13,135		6,625
Other Income - Reimbursement	-		-
Rates	214,492	214,704	190,286
TOTAL REVENUE	**227,627**	**214,704**	**196,911**
EXPENDITURE			
Contractors	125,484	117,000	9,110
Consultants	40,787		13,493
Insurance	19,218	22,761	22,430
Staff Time	31,717	23,323	40,814
Surveyors	-		-
Depreciation		51,620	
TOTAL EXPENDITURE	**217,206**	**214,704**	**85,847**
NET SURPLUS/(DEFICIT)	**10,421**	**-**	**111,064**
Capital Expenditure	-		4,225
CLOSING RESERVES AS AT 30 JUNE 2026	**332,146**		**321,725**

T B Fitzgerald.

Senior Management Accountant
26 September 2026

Loan Summary as at 30 June 2026	2025/26 Actual	2024/25 Actual
Opening Loan Balance 1 July 2025	**1,492,617**	**1,088,341**
Loan raised	140,082	524,260
Transfer from prior year loan reserve*	(484,892)	(119,984)
Loan repayment	(239,805)	
Closing Loan Balance	**908,003**	**1,492,617**
Rates revenue	290,098	**291,047**
Applied to interest	(50,293)	(55,259)
Applied to loan repayment	(239,805)	(119,984)
Total	-	**115,804**

* As reported to JC meeting of 25 November 2025

TB Fitzgerald.

Senior Management Accountant
26 September 2026

West Coast Regional Council – Greymouth Rating District

Annual Works Report on Rating District Assets

Executive summary

This report provides a summary of work undertaken as part of the Greymouth Rating District's annual works programme for the 2025/2026 financial year (FY) including maintenance, capital works and surveys. Additionally, this report details scheduled work for the 2026/2027 FY and proposed work for the 2027/2028 FY which includes consultation of the 2027/2028 maintenance rate, insurance premiums and engineer cost recovery.

1. Maintenance works carried out from 1 July 2025 to 30 June 2026

July 2025 Paul Smith Earthmoving Ltd		
Cobden Cut knife gate repair		$3,458.14
July 2025 MBD Contracting Ltd		
Mulcher – Coal Creek	$3,600	
November 2025 Grey District Council		
Test pit coordination and excavation	$2,950	
November 2025 Henry Adams Contracting Ltd		
Clearance and opening of Cobden Cut knife gate	$2,367.50	
November 2025 NZ Stopbank Services		
Installation of piezometers	$3,001.58	
January 2026 MBD Contracting Ltd		
Coal Creek Emergency repair works	$96,500.92	
February 2026 Paul Steegh Contracting Ltd		
Coal Creek diversion	$2,790	
February 2026 NZ Stopbank Services		
Borehole soakage testing	$3,332.50	
2025-2026 Vector Control Services		
Weed spraying: Cobden, Greymouth, Coal Creek	$7,483	
Total Maintenance Works for the 2025 / 2026 Financial Year:		**$125,483.64**



Figure 1: Repair of slumped rock revetment. January 2026.

2. Consultancy works carried out from 1 July 2025 to 30 June 2026

November 2025 Land River Sea Consulting Ltd
Coal Creek flood modelling $2,512.50

December 2025 Stantec
Range Creek floodgate improvements $490.75

January 2026 Land River Sea Consulting Ltd
Coal Creek stopbank review $675.00

February 2026 Land River Sea Consulting Ltd
Saltwater Creek model review $1,837.50

April 2026 Davis Ogilvie and Partners Ltd
Greymouth Floodwall Resilience Project $5,011.20

June 2026 Land River Sea Consulting Ltd
Saltwater Creek model set-up and site visit $30,260

Total Consultancy works for the 2025 / 2026 Financial Year: $40,786.95

3. Capital works from 1 July 2024 to 30 June 2025

Capital works update provided in a separate report

4. Future work to be carried out from 1 July 2026 to 30 June 2027

As a result of an inspection in August 2026, the following works were identified:

Further weed spraying of the stopbank batter slopes and berms in Greymouth, Blaketown, Cobden and Coal Creek.

Selective removal of overgrown woody trees on the Mawhera Quay stopbank where their size, root systems and growth are considered to be affecting the integrity and ongoing maintenance of the flood protection structure. The work will be limited to trees identified as presenting a risk to the asset. The palm trees along Mawhera Quay are not included in the proposed removal works.

5. Maintenance work undertaken during August 2026

The annual trial of the Cobden Cut knife gate was undertaken in August 2026 by Paul Smith Earthmoving Ltd. There were no issues noted with the operation of the gate.



Figure 2: Annual Cobden Cut knife gate trial. August 2026



Figure 3: Replacing the knife gate prior to high tide.

6. Saltwater Creek/New River



Figure 4: Reopening the river mouth, 20 August 2026

During August, Council staff inspected the New River/Saltwater Creek outlet following concerns about rising water levels around Paroa.

Water was backing up behind Paroa School but remained approximately 100 mm below the trigger level for mechanical opening. The river mouth was restricted, having migrated approximately 800 m north. A substantial berm of coarse beach gravel had formed and was considered unlikely to breach naturally before water levels rose further in response to forecast

heavy rainfall. Paul Smith Contractors were engaged to undertake a pre-emptive cut to sea. The river mouth was excavated over two days, 19 – 20 August 2026.

7. Proposed maintenance rates for the 2027 / 2028 financial year

A.	Spraying, and removal of vegetation from floodwall	$15,000
B.	Upgrade of Range Creek floodgate (ongoing)	$60,000
C.	Annual Cobden Cut trial	$8,000
D.	Coal Creek diversion works (as required)	$8,000
E.	Allow for unforeseen works	$100,000
F.	Open the New River/Saltwater outlet (as required)	$10,000

Subtotal proposed maintenance work for the 2026 / 2027 Financial Year: $201,000

The balance in the rating district account at the beginning of the 2026 / 2027 financial year is likely to be approximately $332,000

The target balance for the 'prudent reserve' for this rating district is $546,000
This prudent reserve is immediately available for urgent emergency works that may be required following a major event.
It is likely the current reserve will only cover a portion of the actual cost of the potential damage that could occur.

8. Proposed Rates for 2027/2028 Financial Year

General Maintenance rate	$201,000
Engineer cost recovery	$46,000
Infrastructure insurance cover (est)	$20,000
Prudent Reserve Contribution	$0

Total proposed maintenance rate strike for the 2027 / 2028 Financial Year: $267,000

The council recommend a maintenance rate strike for the 2027 / 2028 financial year of $267,000 excluding GST.

9. General Business

The Floodwall Resilience Project (verbal)

Coal Creek level of service (attachment)

Range Creek project update (verbal)

NBS Cobden update (verbal)

Asset Inspections

Engineering staff are undertaking regular inspection and condition gradings of flood protection assets in the district. Information collected from this survey is now being analyzed and collated against criticality criteria to develop future work programming requirements. Funding for much of this work will be in addition to the normal annual maintenance activities. Area Engineers will develop some funding options for future community discussions.

REPORTS

9.4.3	**Coal Creek Stopbank Level of Service and Further Hydraulic Modelling**
Author	Paulette Birchfield Area Engineer
Authoriser	Group Manager Catchment Management Michael Beagle
Public Excluded	No

Report Purpose

To update Council on the current assessed level of service of the Coal Creek stopbank, seek Councillor feedback on the findings, and advise Council of the proposed scope for further hydraulic modelling before that work is commissioned.

Report Summary

Land River Sea Consulting (LRS) assessed the existing Coal Creek stopbank using the Grey River hydraulic model and available LiDAR crest levels.

With a 0.5 m freeboard allowance, the bank was assessed as having an overall level of service of 5% Annual Exceedance Probability (AEP) under current-climate conditions, with the level of service varying along the bank.

The upstream 0-300 m reach was assessed at 1% AEP under the future-climate scenario, the central 300-1,300 m reach at 5% AEP under current climate, and the downstream 1,300-1,878 m reach at 2% AEP under current climate.

The assessment also identified modelled peak velocities of up to approximately 5 m/s along the Coal Creek bank, information that is relevant to erosion and rock-protection design.

A Project Briefing Sheet has now been prepared for additional modelling to determine design flood levels and required stopbank crest levels for the 5%, 2% and 1% AEP events under both current and future climate conditions, and to assess whether different crest-height options transfer or alter flood risk elsewhere. The modelling will also provide the design data needed to develop quantities and cost estimates for the different upgrade options. This further modelling has not yet commenced.
Councillor feedback is sought on the existing level-of-service findings and on the proposed modelling scope before staff progress the next stage.

Recommendation

It is recommended that the Committee resolve to:

1. *Receive the report.*
2. *Note the findings of the December 2025 Coal Creek level-of-service assessment*
3. *Provide feedback on the proposed scope of further hydraulic modelling set out in Attachment 2*

Issues and Discussion

Background

WCRC engaged LRS to assess the existing level of service of the Coal Creek stopbank and peak water velocities for rock-protection design.

The model was run for 5% AEP (approximately 1-in-20-year), 2% AEP (approximately 1-in-50-year) and 1% AEP (approximately 1-in-100-year) events under current-climate conditions. A 1% AEP future-climate scenario was also modelled using RCP 6.0 for 2100, with a sea-level boundary including mean high water springs, a 0.4 m storm surge and 0.97 m sea-level rise.

Current situation

The LRS memorandum dated 3 December 2025 (Attachment 1) compared modelled peak water levels with Coal Creek bank crest/ground levels derived from 2015 LiDAR. For the purpose of defining level of service, LRS adopted a 0.5 m design freeboard above the modelled flood level.

LRS assessed the Coal Creek bank as having an overall 5% AEP level of service under the current climate, with significant variation along the approximately 1.88 km bank:

• Chainage 0-300 m: 1% AEP future-climate level of service.
• Chainage 300-1,300 m: 5% AEP current-climate level of service.
• Chainage 1,300-1,878 m: 2% AEP current-climate level of service.

Peak modelled velocities were relatively stable and reached approximately 5 m/s along parts of the bank.

Further modelling proposed

The December 2025 assessment establishes the existing level of service, but it does not provide a complete design basis for deciding whether, where, or to what level the bank should be raised. In particular, the next stage needs to determine the crest levels required for multiple design standards under both current and future climate conditions, and to understand the hydraulic consequences of changing the stopbank crest.

The attached Project Briefing Sheet (Attachment 2) therefore asks LRS to model the 5%, 2% and 1% AEP events under both current and agreed future climate-change conditions; determine peak flood levels along the bank; agree an appropriate

freeboard; and provide corresponding stopbank design crest levels. It also requires comparison of the hydraulic effects of different crest-height options, including changes in flood depth, inundation extent, velocity, flood-flow direction or timing, and any increase or decrease in flood risk to upstream, downstream, opposite-bank or other affected properties and infrastructure. The resulting crest levels and associated design information will provide the basis for determining upgrade quantities and preparing cost estimates for the different options.

The work has not yet commenced and the consultant fee is still to be determined.

Options analysis

At this stage Council is not being asked to select a final stopbank level of service or approve physical upgrade works. The immediate options are to proceed with the further modelling scope substantially as drafted, amend the scope in response to Councillor feedback before obtaining a fee proposal, or defer the additional modelling.

Proceeding with or refining the modelling would provide the technical information needed to compare potential crest-height options and understand any transferred flood effects before future decisions are made.

Deferring the modelling would leave Council with the existing level-of-service assessment but without a complete assessment of design crest requirements and the wider hydraulic effects of raising the bank or sufficient design information to reliably cost the options.

Costs and benefits

The key benefit of the proposed modelling is that it would provide a consistent technical basis for comparing 5%, 2% and 1% AEP design standards under both current and future climate conditions, while identifying whether raising the Coal Creek bank could alter flood risk elsewhere. The consultant fee has not yet been determined, so no commitment to expenditure is sought through this report.

Considerations

Implications/risks

A decision to increase stopbank crest levels without understanding the wider hydraulic response could change flood levels, velocities, inundation patterns or flow paths outside the Coal Creek alignment. The proposed modelling is intended to quantify these effects before any future decision on a preferred level of service or physical upgrade is made. There is also uncertainty until an appropriate freeboard allowance and future climate assumptions are agreed.

Attachments

Attachment 1: Coal Creek LOS memo 04-12-2025
Attachment 2: Coal Creek Project Briefing Sheet. September 2026

Land River Sea Consulting Limited
Level 4, 22 Moorhouse Ave, Addington
Christchurch 8011
PO Box 27121, Shirley
Christchurch 8640
http://www.landriversea.com

Memorandum

Recipient Name:	Peter Blackwood / Paulette Birchfield
Recipient Organisation:	West Coast Regional Council
Issue Date:	3 December 2025
Author:	Bilu Susan Babu

SUBJECT: GREY RIVER – AVAILABLE FREEBOARD (AS-BUILT) BASED ON LIDAR 2015 AND 2021 MIKE 2D MODEL WATER LEVELS ALONG THE COAL CREEK BANK

1. INTRODUCTION

Land River Sea Consulting was asked by West Coast Regional Council (WCRC) to undertake hydraulic modelling for Coal Creek stopbank under varying flow conditions and provide the following:

1. Existing level of service for Coal Creek bank
2. Peak water velocity for the purpose of rock protection design

A location map of the stopbank is shown in Figure 1 below along with the distance markers for reference.

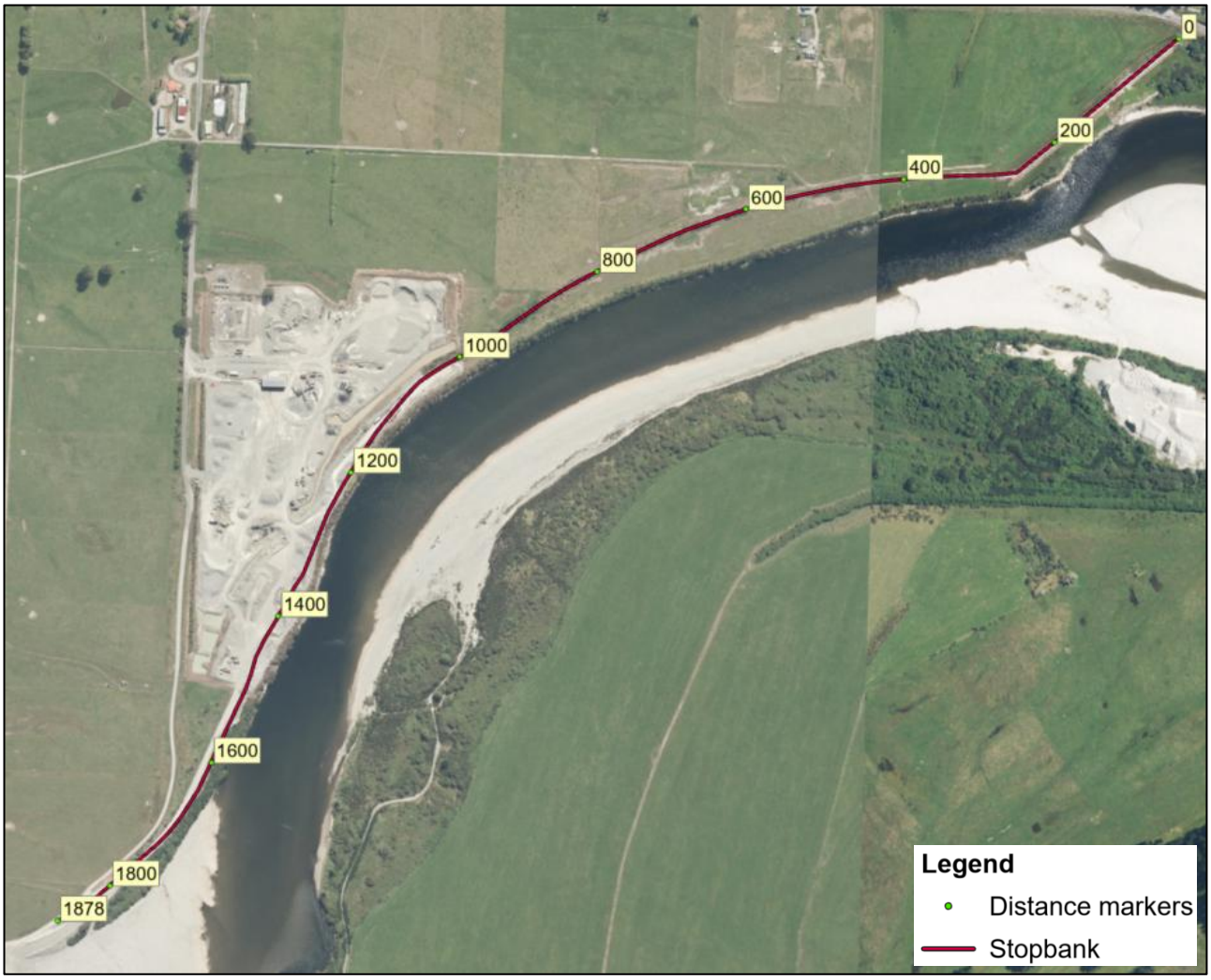


Figure 1: Location map of Coal Creek stopbank

2. MODEL

For this assessment, the Grey River Model[1] was modified by glass-walling the Coal Creek bank, while the remainder of the flood protection scheme remained unchanged. The model has been run with both large and small flows in the Grey River, as given in (Table 2-1).

Table 2-1: Modelled scenarios.

Scenario	Return Period (year)	Climate Change Scenario	Sea Level Boundary
01	20	Current Climate	MHWS + 0.4m storm surge
02	50	Current Climate	MHWS + 0.4m storm surge
03	100	Current Climate	MHWS + 0.4m storm surge
04	100	RCP 6.0 (2100)	MHWS + 0.4m storm surge +0.97m SLR

[1] Grey River Flood Modelling Report, May 2023

3. AVAILABLE FREEBOARD CALCULATION

The crest levels/ground levels at the Coal Creek bank are extracted from LiDAR 2015 and are compared to the peak water levels obtained from the Mike 2D model. A design freeboard of 0.5m is allowed for the stopbank crest levels and is added to the long section plots as shown in Figure 2 and Figure 3. We have defined a level of service as needing to include this 0.5m of freeboard.

As shown in the plots below, the Coal Creek bank has an **overall level of service of 5% AEP** in the current climate scenario, including 0.5m freeboard. There is variance along the bank as summarised below:

1. Upstream end, chainage 0 to 300m – 1% AEP (future climate) level of service
2. Central reach, chainage 300 to 1,300m - 5% AEP (current climate) level of service
3. Downstream reach, chainage 1300 to 1878m – 2% AEP (current climate) level of service

A set of detailed colour graded maps for the available freeboard for each flow conditions are appended for further reference.

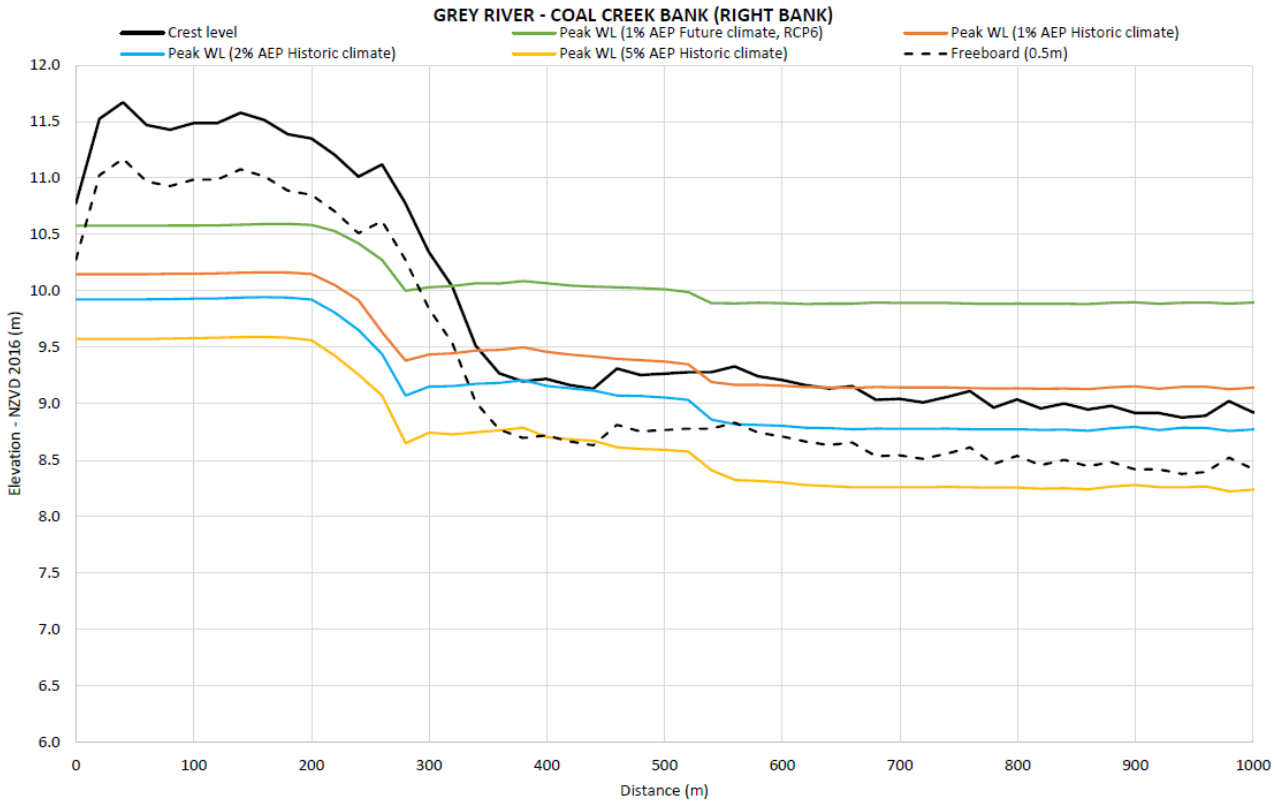


Figure 2 - Long section plots for Coal Creek bank (chainage 0 – 1000m)

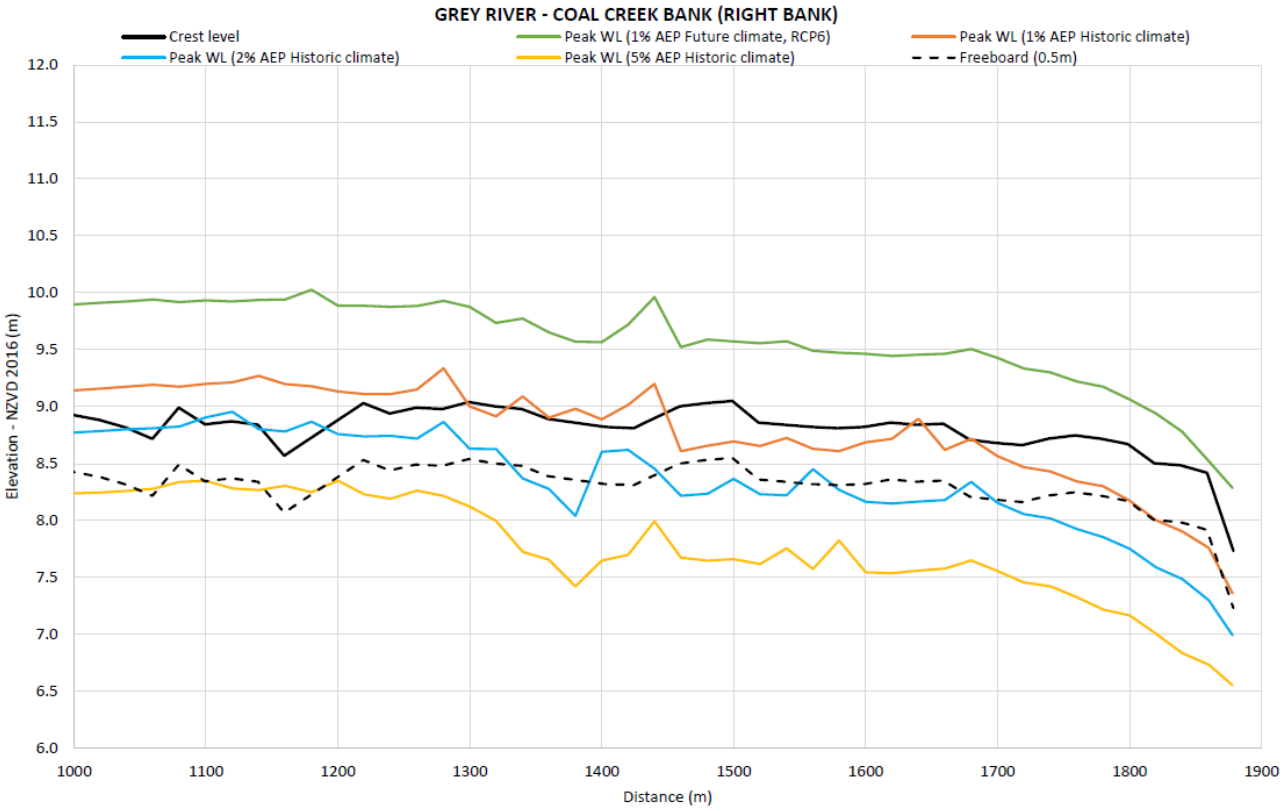


Figure 3 - Long section plots for Coal Creek bank (chainage 1000m – 1878m)

4. PEAK WATER VELOCITIES

Peak velocities have also been taken from the modelled flood scenarios. Peak velocities are relatively stable, **maxing out at 5 m/s along the Coal Creek bank**, consistent with the smooth radius of the bend.

Plots for velocity are attached.

Please contact us if you need further clarification.

Kind regards,



Bilu Susan Babu (M.Tech)
Water Resources Engineer
Land River Sea Consulting Ltd

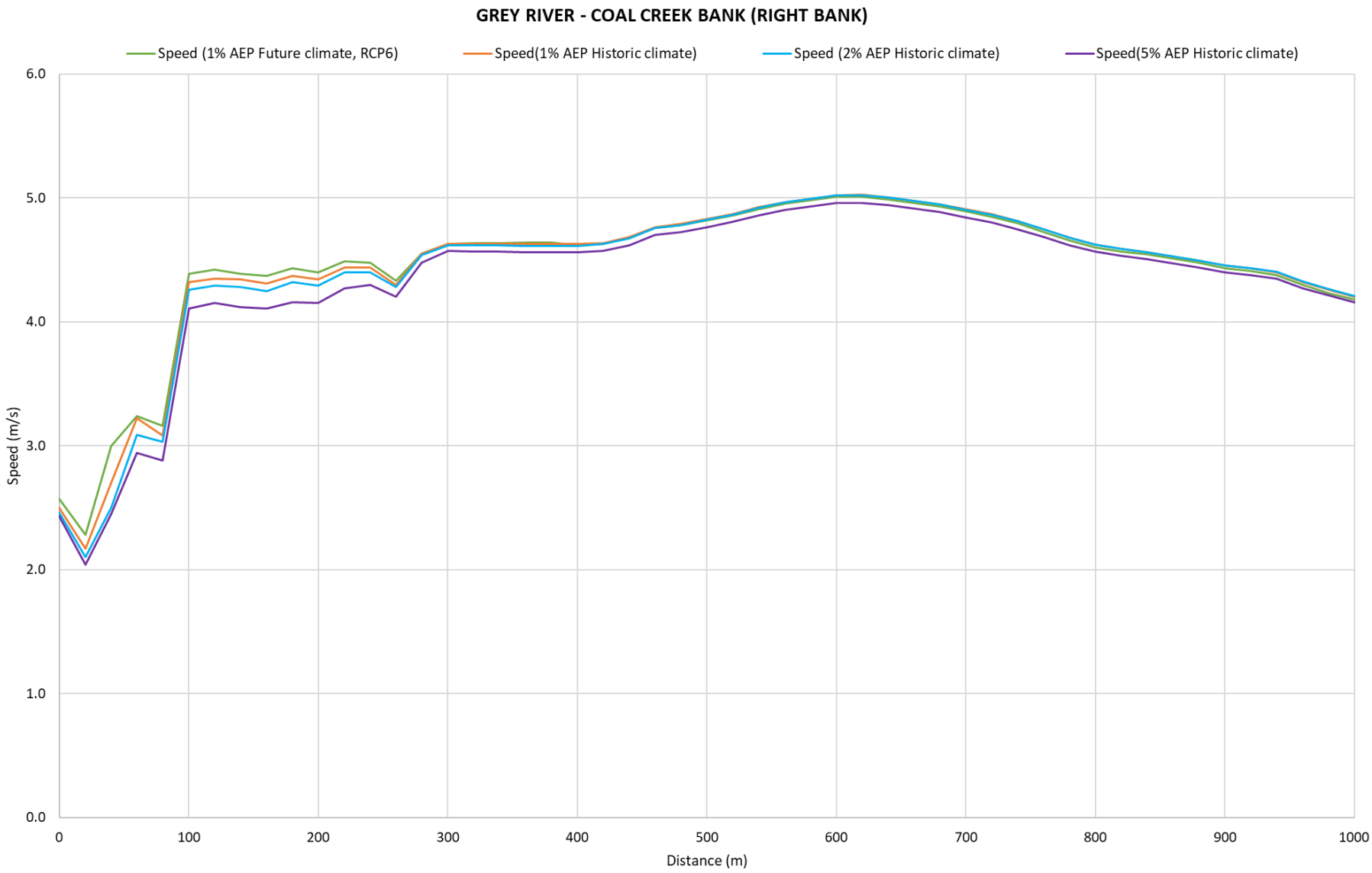


Figure 4 - Peak water velocity for Chainage 1 - 1000m along Coal Creek Bank

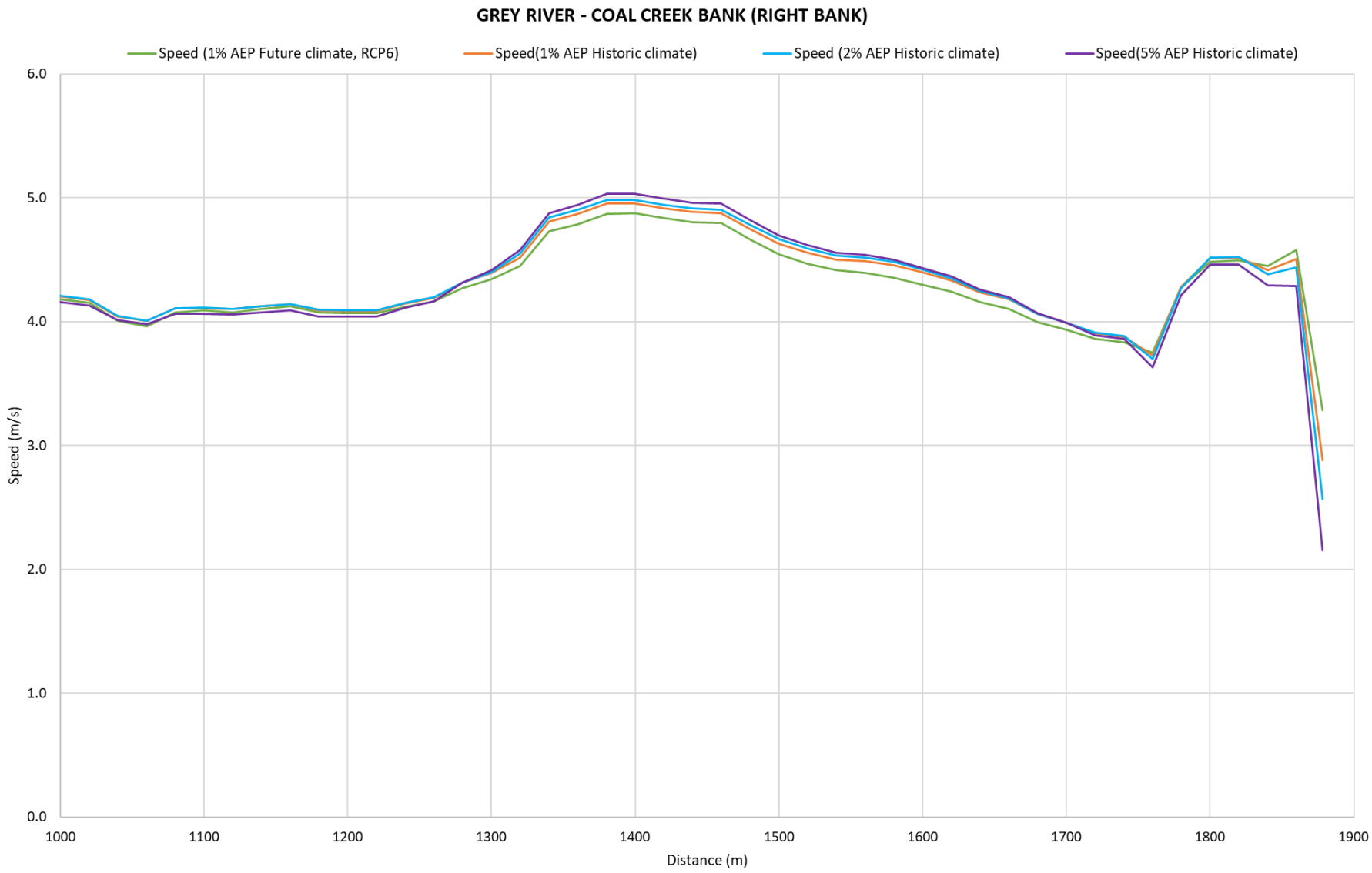


Figure 5: Peak water velocity for Chainage 1000 - 1880m along Coal Creek Bank

WEST COAST REGIONAL COUNCIL

Attachment 9.4.3.2 **Project Briefing Sheet**

This Project Brief is issued pursuant to the agreed terms and conditions of the standard short form agreement for Consultant Engagement.	
Project Name:	Coal Creek- Grey River hydraulic modelling and stopbank crest levels
Catchment Manager:	
WCRC Contract Number:	NA
WCRC Contact Persons:	Paulette Birchfield (WCRC) 021 667 077 or pauletteb@wcrc.govt.nz
Consultant Contact Person:	**Matt Gardner. Land River Sea Consulting Ltd**
	Undertake hydraulic modelling to establish design flood levels and the corresponding stopbank crest levels required for the 5%, 2% and 1% Annual Exceedance Probability (AEP) events. The assessment is to consider both current-climate conditions and future conditions incorporating climate-change impacts. The freeboard allowance is to be determined and agreed as part of the assessment. The modelling is also to assess the hydraulic effects of the different crest-height options, including any changes in flood level, flood extent, flow velocity and impacts on other properties or areas.
Scope of Work:	LRS is requested to: 1. Model the following design flood events: • 5% AEP (approximately a 1-in-20-year event); • 2% AEP (approximately a 1-in-50-year event); and • 1% AEP (approximately a 1-in-100-year event). 2. Model each AEP event under: • current-climate conditions; and • agreed future climate-change conditions. 3. Determine the peak modelled water level along the relevant Coal Creek stopbank alignment for each scenario. 4. Provide the modelled flood levels as georeferenced x, y and z data in NZTM2000 and NZVD2016, unless another coordinate system or vertical datum is agreed with WCRC. 5. Determine, or provide advice to enable WCRC to determine, an appropriate freeboard allowance. Clearly distinguish the modelled flood level from the final design crest level. 6. Once the freeboard allowance has been agreed, provide the resulting stopbank design crest levels for each AEP and climate scenario. 7. Model the hydraulic effects of the different stopbank crest-height options. The assessment is to identify and compare, as applicable:

	• changes in flood levels and flood depths; • changes in flood extent and inundation patterns; • changes in flow velocity, including any areas of increased velocity or concentration of flow; • changes in the timing or direction of flood flows; • any increase or decrease in flood risk to properties or infrastructure outside the Coal Creek stopbank alignment, including upstream, downstream and opposite-bank effects; and • any other material hydraulic effects arising from the different crest heights. 8. Summarise the above effects in a comparative assessment so WCRC can understand the benefits, trade-offs and potential transferred effects associated with each crest-height option.

Deliverables:	• x, y and z data for the recommended crest levels in CSV format.
	• A comparative summary of the modelled effects of the different crest-height options, including:
	  • flood levels/depths,
	  • inundation extent,
	  • flow velocities
	  • Identify impacts on other properties or infrastructure.
	  • Depth difference vs current
	  • Velocity difference vs current
	  • Inundation extent difference vs current
	• Maps and digital files of all the above
	• Appropriate maps or figures showing material differences between the crest-height scenarios where these assist interpretation.
	• Updated model files and supporting calculations sufficient for WCRC review and future use.

Resources:	Existing Coal Creek hydraulic model and available hydrological, topographic and survey information previously supplied by WCRC.
Cost Estimate/Fee:	To be determined by the consultant based on the scope of work and project requirements.
Cost code for purchase order:	3110 1102

Insurance:	**<u>High Service Risk</u>** Public liability insurance cover of $2,000,000 per claim and in the aggregate. Professional indemnity insurance of $1,000,000 per claim and in the aggregate.
Health and Safety Documentation:	Work will involve both office-based and onsite investigations: A Job Safety Analysis (JSA) must be completed for any onsite investigations. Office-based work is deemed low risk, requiring no further documentation.
Project Review:	A review will be undertaken by WCRC staff upon project completion.

It is confirmed that this Project Brief is accepted:

WCRC Catchment Manager:	**Name**: **Signature**: **Date:**
Project Manager:	**Name:** **Position:** **Signature**: **Date:**
Consultant Project Manager:	**Name:** **Position:** **Signature**: **Date:**

9.5	**Rating District Annual Asset Condition Report**
Author	Lillian Crozier, Asset Management Coordinator, Catchment Management
Authoriser	Michael Beagle, Group Manager, Catchment Management
Public Excluded	No

Report Purpose

To present the Greymouth Rating District & Joint Committee Annual Asset Condition Report summary pamphlet for the 2025-2026 financial year and provide members with an opportunity to discuss the condition of scheme assets and matters requiring follow-up.

Report Summary

The Annual Asset Condition Report Summary Pamphlet brings together recorded asset information, inspection findings, condition ratings and identified defects for the scheme.

The summary pamphlet explains the key findings in plain language to support discussion. The information helps identify matters for engineering assessment, further inspection, maintenance planning and improvements to asset records. Proposed works, costs and funding are considered through the separate Annual Works Report and financial reporting process.

Recommendation

It is recommended that the Committee resolve to:

1. Receive the report.
2. Note the attached Annual Asset Condition Report summary pamphlet, including the findings and follow-up matters identified for the rating district.

Issues and Discussion

Background

West Coast Regional Council manages flood protection, drainage and erosion-control assets associated with its rating districts. Regular inspections and condition reporting help staff understand how these assets are performing and identify where further assessment or work may be required.

Current situation

Further detail is provided in the attached summary pamphlet.

Note: This report pamphlet is for information purposes only.

Considerations

Implications/risks

Condition and defect information supports prioritisation but must be considered alongside engineering judgement, the consequences of failure, scheme performance and available resources. A condition rating alone does not establish the level of protection provided. Follow-up may include further assessment, inspection, maintenance planning or correction of asset records. Any immediate safety or operational concerns should be addressed promptly through the appropriate Council processes.

Significance and Engagement Policy assessment

This paper presents information and does not seek approval for a change to levels of service, new expenditure or targeted rates. Any subsequent proposal arising from the findings will be assessed separately under Council's Significance and Engagement Policy, as appropriate.

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

Mana whenua views

No specific mana whenua views are recorded in this cover paper. Any matters relevant to mana whenua identified through the attached report or subsequent proposals should be considered through the appropriate Council engagement processes.

Staff are not aware of any issues within this report which would impact mana whenua.

Views of affected parties

Rating district members are invited to provide local knowledge, raise concerns and discuss the findings and follow-up priorities. Relevant feedback will be recorded for staff consideration. Further engagement may be needed for any subsequent proposal affecting the scheme or its community.

Staff are not aware of any views of affected parties which impact on matters discussed in this Annual Asset Condition Report pamphlet.

Financial implications

Current budget

Receiving this report does not approve expenditure or alter the rating district's budget. Works, costs, rates and account balances are addressed through the separate Annual Works Report and financial reporting process.

Future implications

The findings may inform future maintenance, renewal or investigation requirements. Any proposed work will require engineering assessment, costing and consideration through the applicable planning, budget and approval processes.

Not applicable

Legal implications

No specific legal decision is sought through this information paper. Any subsequent works or changes to the scheme will be considered under the applicable Council processes and statutory requirements.

Not applicable

Attachments

Attachment: Greymouth Rating District & Joint Committee Summary Pamphlet – 2025-2026 FY

Thank you

Thank you to the Greymouth Rating District Joint Committee and ratepayers for supporting inspections, maintenance and local knowledge of these flood protection assets.

The key message

Greymouth has 179 listed assets – floodwalls, stopbanks, rock, stop-logs and floodgates protecting Greymouth, Cobden and Blaketown, plus Coal Creek and the New River outlet. Most of the scheme is in good shape: of the 54 results that could be graded, 46 (85%) are Good or Very Good, 5 are Fair and 3 are Poor (narrow stopbank sections at Coal Creek). All 13 checks after the September 2026 flood were Good. The system records 33 defects: 11 resolved and 22 logged so they can be planned into the works programme – mostly rock top-ups and vegetation control. Next: plan the rock top-ups, keep building up the inspection records, confirm ownership with the Grey District Council, and agree a practical maintenance programme through the Joint Committee.

388 Main South Road, Greymouth 7805
0508 800 118 | www.wcrc.govt.nz

Greymouth

Rating District & Joint Committee

Our Flood & Erosion Protection Assets

Annual Report 2025/26

A simple summary for our community – a talking point for our meeting

Welcome

This is a short summary of how the Greymouth flood protection scheme is looking. It shows what we have, what condition it is in, what problems have been spotted and what might happen next. It is here to help the Joint Committee and the community talk together.

What protects Greymouth, Cobden and Blaketown?

The towns have flooded from the Grey River many times since the 1860s. The floodwall and stopbank scheme was built between 1986 and 1990, and after a review it was upgraded in 2010 to hold a **6,600 cumec flood** (a 1-in-50-year flood) with 600 mm to spare. Parts of the scheme have been further upgraded to a 1-in-150-year height, plus 600 mm freeboard (extra height to spare). The rest of the scheme is currently being upgraded to the same standard. Since 2022 the Coal Creek stopbank and the New River / Saltwater Creek outlet are also part of the Greymouth Rating District.

Our assets in numbers

The Council's asset system lists these assets for Greymouth.

179	78	41	38	22
assets in total	stopbank sections (about 9.7 km)	riprap sections	floodwalls and retaining walls	floodgates, stop-logs, groynes and others

Important – the AMP is being updated

The Council's Asset Management Plan (AMP) for Greymouth (2023–2026) is the guidebook for looking after the scheme. It is being reviewed and updated right now, so some things in this pamphlet may change. This pamphlet is here to help start the conversation.

What happens next?

1. Plan the rock top-ups
Replace lost rock and look at the steep batter at GRY-00600L-SBK01, and top up rock at the waterline on the GRP sections.

2. Look at the narrow Coal Creek stopbanks
Re-check the 3 Poor sections and plan the top-ups logged against them.

3. Keep building up the inspection records
Record checks of the floodwalls, retaining walls and stop-logs added to the new asset system, starting with the most critical.

4. Tidy the records
Update the 4 defects where the work is already done, clear the cancelled test records, and confirm ownership and insurance status.

5. Plan the work proposed
Put together a programme of works for defects, which will be discussed and agreed through the Joint Committee, which makes recommendations to the Council.

6. Finish updating the Asset Management Plan
Review the Greymouth Asset Management Plan (AMP) (2023–2026), including the asset transfer and the level of service.

How well does it protect?

The banks are built to a mix of standards: some to hold a 6,600 cumec flood (a 2% chance each year) and some to hold a 7,400 cumec flood (a 0.75% chance each year). The AMP gives no level of service for Coal Creek.

Questions we'd love to talk about

- ? Is there anything you would like more detail on?
- ? Are there local issues we should know about alongside this information?
- ? Do the maintenance and repair priorities make sense?
- ? What should we keep a close eye on?
- ? What would be useful to see in next year's report?

What do they look like?

Floodwall GRY-00800L-FWL01 · checked after a flood, 8 September 2026 · Good



The floodwall beside the road, with rock on the river side

Fixed – floodgate GRY-00400R-FLG01 · seal failure, Severe · logged 22 July 2025



Photo supplied with the defect record

The floodgate seal failed. Repairs started the same day, and a check the next day graded it **Very Good** ("Repaired"). The defect is now Resolved.

Fixed – riprap GRY-06600R-RRP04 · vegetation · logged April 2025



Gorse and broom over the rock at Coal Creek

"Weed spraying completed" – this defect is Resolved. A newer vegetation defect on the same riprap is logged, with spraying scheduled for spring 2026.

Photos from the Council's asset system, cropped to fit.

Who looks after what?

The Greymouth Rating District Joint Committee

The Grey District Council and the Regional Council manage Greymouth's flood risk together through a Joint Committee (agreement of 19 February 2025), with three members from each council. The Committee makes **recommendations**; the Regional Council decides the yearly work plan and the rate. Works, costs, rates and the floodwall loan are covered in the separate **annual works report**.

The Regional Council looks after

the strength of the flood defences – stopbanks, floodwalls, rock and stop-logs

the concrete road and rail flood barriers

vegetation on the river side

flood warnings for the Grey River

the Cobden Cut to the sea

The Grey District Council looks after

mowing, gardens and public access

stormwater, pump stations and floodgates on drainpipes

putting the road and rail barriers in place, sandbagging and Civil Defence in a flood

Who owns the assets?

The agreement says the flood defence assets are owned by the Grey District Council, and that the structural assets are intended to transfer to the Regional Council. The councils are working through which assets will transfer. check

To be checked before this is final

- [ ] The Regional Council's asset system records the Regional Council as owner of all 179 assets. Council to confirm.

Where are our assets?



Part of the Greymouth rating district map (2 of 3), as supplied. The flood defences run along the Grey River through Greymouth, Cobden and Blaketown. The whole shaded area pays the rate; maps 1 and 3 cover the rest of the district.

How we keep an eye on them

Area Engineers carry out regular checks of the Greymouth assets, and extra checks can be done after significant weather events. At each check the Area Engineer gives the asset a **condition score** and records any **defects** (problems). The results are recorded in the asset system and followed up with the Joint Committee. How often each asset should be checked, including the more critical ones, is being confirmed across all the Council's schemes.

What are these things?

Floodwall – a concrete wall that holds floodwater back. **Stopbank** – an engineered earth bank. **Riprap** – large rock that protects a bank from erosion. **Stop-log** – a gap in the wall (for a road or rail line) that is closed off in a flood. **Floodgate** – a flap that lets water out but not back in.

Which problems come first?

We multiply how serious the defect is by how critical the asset is. Here is where Greymouth's 22 open defects land (numbers = how many defects):

Criticality → \ Defect severity →	1	2	3	4	5
5	1	0	3	3	0
4	0	0	0	0	0
3	0	2	3	8	0
2	0	0	0	0	0
1	0	0	0	0	0

What this means

Because the town's defences are rated **criticality 5** (the highest), the scoring is deliberately cautious – even routine jobs such as weed spraying or a rock top-up score high. Of the 22 open defects, 3 score Very High, 3 High, 8 Medium and 6 Low; two cannot be scored. A high score tells us what to look at first – it does not mean a defence has failed.

The highest-scoring defects

Asset	What	Score
GRY-00600L-SBK01	Steep batter, rock loss; about 200 t of rock needed	20
GRP-00440L-RRP01	Rock moved around the waterline	20
GRP-00340L-SBK01	Gorse and blackberry on the stopbank	20
GRY-01700L-RRP01 (2)	Fretting rock	15
GRP-00340L-RRP01	Missing rock; vegetation	15

Something to check

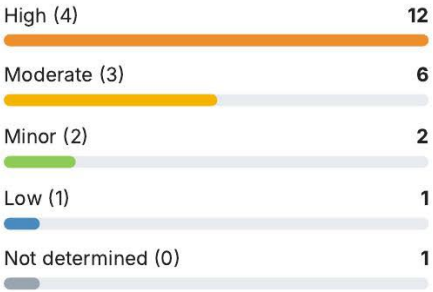
A gorse defect scoring Very High shows how the method works when criticality is 5. We will check the scores as part of the AMP review.

Problems spotted

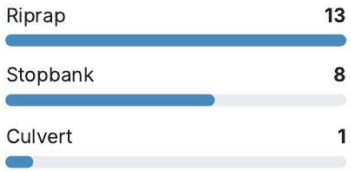
33 defects recorded

11 are Resolved. **22 are "Logged"** – recorded so they can be assessed and planned into the works programme.

How serious? (the 22 open)



Which assets?



What are they about?

Mostly routine upkeep: **topping up rock** on riprap near the waterline, **vegetation** control (gorse, blackberry and other growth), and **topping up low or narrow stopbank sections** at Coal Creek.

Some are already done

4 of the logged defects say the work has already been done – for example "weed spraying completed" and "repaired Dec 2025". Only their status in the system still needs updating.

Why the dashboard shows 39

The dashboard also counts 6 cancelled records from January 2025, most of them marked as test records. They are not real defects, so they are left out here.

How to read the results

Condition (0 to 5)

How worn or damaged an asset is. **1 = Very Good**, 2 = Good, 3 = Fair, 4 = Poor, **5 = Very Poor** (failed, or about to fail). A **0 means "unable to inspect"** – we could not do a proper check. That is not the same as poor.

Defect and severity

A **defect** is a problem an Area Engineer has spotted, like a crack in a path. **Severity** says how serious it looks, from 0 to 5 (1 = Low, 2 = Minor, 3 = Moderate, 4 = High, 5 = Severe; 0 = could not be determined). A defect is a flag to look closer – it does not mean the asset has failed.

Criticality (1 to 5)

How much it would matter if this asset failed. A higher number means bigger consequences.

Risk score = severity × criticality

To decide what to look at first, we multiply how serious the defect is (1–5) by how critical the asset is (1–5). That gives a score from 1 to 25, which sits in one of five groups: **Very Low, Low, Medium, High, Very High.**

Together, condition, severity and criticality help us decide what to look at first. Engineering judgement is used alongside the numbers.

The same approach across New Zealand

The asset management system and condition assessment approach used here is **prescribed nationally** across New Zealand for all flood schemes administered by regional councils. The Council's auditor, on behalf of the Auditor-General, also requires this system to be in place, with evidence that it is being applied.

How are the assets doing?

The Council's asset system shows the latest condition for **65 records** at Greymouth. Here is what was found:

0 – UNABLE TO INSPECT	1 – VERY GOOD	2 – GOOD	3 – FAIR	4 – POOR	5 – VERY POOR
11	1	45	5	3	0
17%	2%	69%	8%	5%	0%

What this means

Most of the scheme is in good shape. Of the 54 results that could be graded, **46 (85%) are Good or Very Good**, 5 are Fair and 3 are Poor. None is Very Poor. All 8 floodwalls checked are Good.

The 3 Poor results

Three stopbank sections at Coal Creek (GRY-06000R, 06200R and 06400R-SBK01) were recorded as **narrow** at their August 2025 check. Settlement and slumping are logged against them so the work can be planned. Emergency work was carried out at Coal Creek in January 2026, and the next check will update their condition.

11 not graded – this is not the same as poor

7 riprap sections at Coal Creek – the rock was hidden by vegetation, or was not safe to reach.

3 stopbank sections that are now part of a yard or an access road – a records question rather than a condition one.

1 early record with no information.

When were the assets checked?

When were checks done? (number of check records)



Dates are in New Zealand time. The financial year ending 2026 runs from 1 July 2025 to 30 June 2026.

What this tells us

During the year there were 56 checks on 39 assets, including 2 after a flood in October 2025. Another 42 checks have been done since, in July to September 2026. These included 13 checks after the flood on 8 September 2026, and **all 13 were Good**.

Building up the records

The Council moved its asset records into a new asset system in September 2025, and more assets have been added since – including 17 floodwall and 13 retaining-wall sections added in June 2026. Many listed assets, including the 4 stop-logs, do not have a check recorded in the new system yet. This is about the records being built up, not a sign of a problem with the assets.

Next step proposed

Keep adding checks to the new system as they are done, starting with the most critical assets that do not have one recorded yet.

9.6	**Flood, Coastal and Drainage Schemes Review – Engagement and Public Consultation Update**
Author	Darryl Lew, Chief executive
Authorizer	Darryl Lew, Chief Executive
Public Excluded	No

Report Purpose

To update the rating district on Council's review of the region's flood and coastal protection and land drainage schemes and to describe how rating district members will have input to that review.

Report Summary

The West Coast has a relatively large number of schemes and rating districts. Many of the schemes have a small number of rateable properties. The way the schemes are presently arranged may not be the most effective or efficient way of doing things.

Council requested and approved a review of flood and coastal protection and drainage schemes during preparation of the 2024-34 Long Term Plan. All 23 schemes are within the scope of the review. The review is being undertaken in conjunction with preparation of the 2027-37 Long Term Plan. Some of the review matters are to be incorporated into formal consultation topics, referred to as "significant change proposals". The topics and the exact wording of the topics is yet to be decided by Council but the draft topics and their wording are presently:

1. How Council will manage its coastal, flood and drainage schemes.
2. How Council will fund the schemes (rating model).

Rating district input to this process is important. In October/November 2026 Council will engage with rating districts via rating district spokespeople to seek input on the two topics. Council will use that feedback to develop options to be publicly consulted on in March/April 2027. All landholders will be able to make submissions on those options and to speak to their submission at a Council hearing if they wish to do so.

Decisions on which options to implement, including the option of leaving things the way they currently are (i.e. the status quo), would be made as part of decision-making by the full Council on the 2027-37 Long Term Plan and after the Councillors

have received and considered public submissions. Any changes to schemes and how they are funded would be gradually implemented over the next three years.

Recommendations

It is recommended that the Rating District Committee resolve to:

1. *Receive the report.*
2. *Note the Terms of Reference for the review of flood and coastal protection and drainage schemes, approved by the Operations Committee on 16 September 2025.*
3. *Note that the review of flood and coastal protection and drainage schemes is underway, in accordance with the approved Terms of Reference.*
4. *Note the two draft significant change proposals (consultation topics) that Council is developing as part of preparing the Draft 2027-37 Long Term Plan.*
5. *Note that engagement with rating district spokespeople seeking their input to development of options for the two draft significant change proposals will occur in October/November 2026.*
6. *Note that public consultation on the options for the two significant change proposals will occur in March/April 2027.*

Background

The West Coast has a relatively large number of schemes and rating districts (Figure 1). Many of the schemes have a small number of rateable properties (Figure 2).

Figure 1 – Flood and coastal protection schemes and land drainage schemes (2024-34 Long Term Plan, West Coast Regional Council)

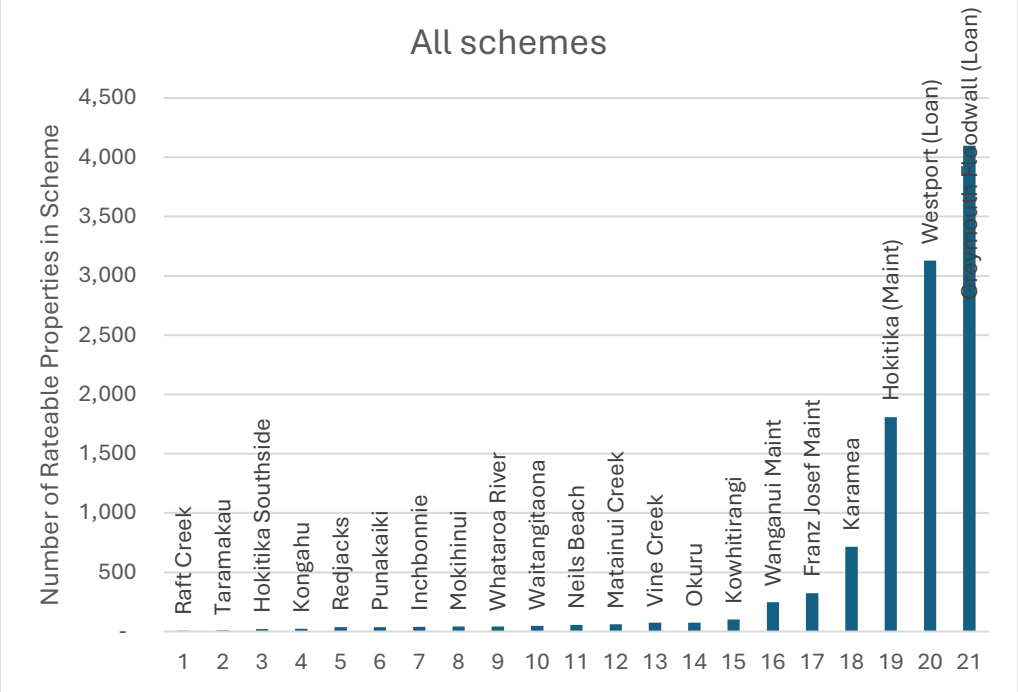


Figure 2 – Number of rateable properties within each flood and coastal protection and land drainage scheme

This arrangement of schemes enables Council to target flood, erosion and drainage works and services to specific parts of the region but is administratively complex and time consuming for councillors and staff. The lack of overarching principles has led to a variety of approaches to funding which no longer reflect the benefits or beneficiaries of the districts. Although each rating district has terms of reference, there is lack of clarity about the respective roles and responsibilities of landholders (the "rating district") and Council, especially for setting levels of service, and directing works programmes which are typically reactive and do not take a long-term view. For some rating districts it may be more efficient and effective for the community to take ownership and control, as has occurred at Raft Creek, or for Council to disband a scheme.

In response to these issues, Council requested and approved a review of flood and coastal protection and drainage schemes during preparation of the 2024-34 Long Term Plan. A key objective is to ensure Council is maximising expenditure of the rateable income from each scheme on actual physical works to maintain the schemes whilst minimising the costs of administering the schemes.

Terms of Reference for the review were approved by the Operations Committee on 16 September 2025. The review is underway with the matters being reviewed listed in Appendix 1. All 23 schemes are within the scope of the review (Figure 1).

The current government is reorganising local government with the intention of abolishing regional councils by October 2028. Councillors consider it important to review the schemes and leave things well-placed for the entity or entities that will assume responsibility for the schemes. That new entity or entities may not have the same degree of governance or staff knowledge about flood hazards and flood schemes on the West Coast hence the desire to undertake the review now and enable a seamless transition to the new local government arrangements.

Discussion

Engagement

The review is being undertaken in conjunction with preparation of the 2027-37 Long Term Plan. Government proposals to reorganise local government across New Zealand have not changed the legal requirement for WCRC to prepare and adopt a Long-term Plan for 2027-37 by 30 June 2027. Council is using this requirement to formally progress some of the matters listed in Appendix 1 as part of formal consultation topics on the Draft 2027-37 Long Term Plan. These topics are referred to as "significant change proposals". The topics and exact wording of the topics is yet to be decided by Council but the topics and their draft wording are presently:

1. How Council will manage its coastal, flood and drainage schemes.
2. How Council will fund the schemes (rating model).

Some of the matters listed in Appendix 1 are operational and are being progressed as part of routine work programmes or through direct engagement with some individual rating districts on matters specific to their rating district. Some of the matters are the subject of separate papers to rating district meetings.

In October/November 2026 Council will engage with rating districts via rating district spokespeople to seek their input on the two topics. During that engagement information on the potential scheme amalgamation scenarios will be shared to support rating district discussion, and opinion sought on whether any schemes could potentially be transferred or disbanded. Council will also seek rating district input on possible approaches to how schemes could be funded.

Council will use feedback on the two topics to develop options that will be publicly consulted on in March/April 2027. All landholders will be able to make submissions on those options and to speak to their submission at a Council hearing should they wish. Councillors will consider submissions received and the full Council will make decisions in May/June 2027 as part of their decision-making on the 2027-37 Long Term Plan.

Implementation of any changes to schemes and how they are funded would be gradually implemented over the next three years. In the meantime, Council may make changes of an operational nature that do not require formal consultation through the 2027-37 Long Term Plan. Some of those proposed changes are described in other papers on this meeting agenda.

The two proposed consultation topics are discussed in more detail below, noting that the topics are yet to be finalised and approved by Council.

Managing schemes

The terms of reference for the review include the following:

1. The geographic boundaries of the rating districts and the opportunity to rationalise and amalgamate some districts.
2. The identification of which schemes or rating districts have sizable assets and need to be managed as systems, and those too small to be regarded as a system.

These matters arise because, as noted above, WCRC has a relatively large number of schemes, and many with few rateable properties (Figures 1 & 2). The issue is whether the arrangement is effective and efficient enough to justify continuing with the current arrangement. If the current situation with any scheme is not effective or efficient then the options are to transfer the scheme to the community, amalgamate it with one or more other schemes or disband it.

Currently, only West Coast rivers within scheme areas are managed through WCRC assets and works. Those works include maintaining and upgrading scheme assets as well as managing river channels through gravel management and vegetation control. The boundaries of scheme areas have been determined by the Westland Catchment Board and WCRC. Although there is a legislative process to follow to change the boundaries the boundaries themselves are not specified in legislation. WCRC may change the boundaries if it wishes to do so, provided it follows the correct process.

The terms of reference for the rating district are presented in Appendix 2. The terms of reference for all rating districts state:
"*For significant decisions such as major scheme capital upgrades or maintenance and associated expenditure, dissolving the scheme, rating classification reviews etc., the spokesperson, committee or WCRC can call for a full voting procedure of all scheme ratepayers. A majority vote is set at a minimum of 75% of scheme ratepayers that have voted.*"

The requirement referred to above for a minimum of 75% of scheme ratepayers relates to a recommendation to Council, and is not a referendum nor is it binding on Council. The decision on whether to leave things as-is or to make changes is a decision for Council to make.

To enable potential scheme rearrangement scenarios to be developed it is necessary to have some criteria on the characteristics of schemes that would make the scheme a potential candidate for transfer or amalgamation or being disbanded. The following criteria have been approved by Council for that purpose :

1. Whether there is community appetite or interest in a scheme being transferred, amalgamated or disbanded.
2. Whether schemes are within the same catchment.
3. Whether there is a transfer of effects and/or benefits between schemes.
4. Whether a scheme provides benefit to an area larger than the rating district area.
5. Whether there are fewer than 10 rateable properties or fewer than 10 people or entities owing rateable properties.
6. Whether WCRC has formally planned and rated for future enhancement works within a scheme.
7. The scale and complexity of the scheme assets.
8. The condition and criticality of the scheme assets.
9. The size of the scheme reserve balance.

It is important to note these are simply criteria for helping identify potential scenarios that will be part of engagement with rating district spokespeople. The engagement will then inform the development of options. Decisions about which options to implement, including the option of leaving things the way they currently are (i.e. the status quo), would be made as part of decision-making on the 2027-37 Long-term Plan, in June 2027, and after the full Council has received and considered public submissions.

Funding schemes

The terms of reference for the review include reviewing the targeted rating system for schemes based on benefit classes (Matter #18 listed in Appendix 1). All rating districts are targeted rate-funded, with the rating boundary matching the rating district boundary. The variety of approaches used to determine the targeted rate creates administrative complexity and the possibility of error in rates collection, such as undercharging or overcharging. This is exacerbated by the relatively large number of rating districts.

It is noted that approximately only 50% of the schemes are being fully funded through the targeted rate and there is a substantial amount of scheme activity funded by the general rate. This is inconsistent with the 100% targeted rate funding statement in the Revenue and Funding Policy formally consulted on by Council during preparation of the current Long Term Plan and adopted in 2024. This matter is discussed in more detail in a companion paper.

Some of the pros and cons of three of the many potential approaches available for rating schemes, are presented in Table 1, for information. These are not recommendations or framed as options for public consultation but are simply intended to show the approaches have trade-offs. They will be used to support engagement with rating district spokespeople in October/November 2026 and the subsequent development of options for public consultation.

Decisions on which options to implement, including the option of leaving things the way they currently are (i.e. the status quo), would be made by the full Council as part of decision-making on the 2027-37 Long-term Plan after they have received and considered public submissions. As noted above, implementation of any changes to schemes and how they are funded would be gradually implemented over the next three years.

Table 1 – Examples of pros and cons of some alternative approaches to rating for flood and coastal protection, erosion control and land drainage

Appendix 1

The matters within the scope of the review are as follows.

1. How to take a long-term view of flood risk and erosion management, including planning for adaptation to future climate change.
2. Systematic monitoring and reporting of the levels of service being provided and residual risk.
3. Decision-making processes and the apportionment of liability for decisions made.

4. The Terms of Reference for each rating district including the respective roles and responsibilities of WCRC, ratepayers, territorial authorities and network utility operators (New Zealand Transport Agency Waka Kotahi, KiwiRail, West Power).
5. The geographic boundaries of the rating districts and the opportunity to rationalise and amalgamate some districts.
6. Whether any rating districts should be extended to enable a whole-of-catchment approach and to incorporate broader catchment management activities.
7. The identification of which schemes or rating districts have sizable assets and need to be managed as systems, and those too small to be regarded as a system.
8. Whether the Wanganui scheme should continue to be defined as a maintenance scheme rather than a capital and maintenance scheme.
9. The interface between urban stormwater systems managed by the territorial authorities and the flood protection and land drainage schemes managed by WCRC.
10. Establishing a coherent asset and infrastructure plan framework (i.e. Infrastructure Strategy, Strategic Asset Management Plan, Asset Management Plans for individual schemes).
11. Resourcing requirements for servicing the current and future number of rating districts, especially the annual rating district meetings.
12. Improving responsiveness of WCRC and network utility operators NZTA Waka Kotahi, KiwiRail, West Power) to urgent maintenance and preventative actions such as riverbank erosion.
13. Confirmation of the operational activities required for effective management of a scheme (additional to maintenance activity).
14. Insurance arrangements.
15. The methodology for calculating the prudent reserve for each scheme.
16. Options for methods of engaging with landholders and ratepayers within rating district areas including alternatives to the annual rating district meetings.
17. How to best administer joint committee schemes on an operational basis.
18. Reviewing the targeted rating system for schemes based on benefit classes.
19. Mapping all WCRC assets and verifying ownership.
20. Potential approaches to managing the risk of a catastrophic event destroying scheme assets beyond local capacity to fund repairs.

Appendix 2

Rating District Terms of Reference

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