

**Council Members**

Chairman Allan Birchfield  
Cr Stuart Challenger (Deputy)  
Cr Brett Cummings  
Cr Peter Ewen

Cr Debra Magner  
Cr Laura Coll McLaughlin  
Cr John Hill

**Iwi Representatives**

Francois Tumahai (Ngati Waewae)  
Jackie Douglas (Makaawhio)



**Meeting of Council**  
*(Te Huinga Tu)*

**Tuesday, 13 April 2021**

**West Coast Regional Council Chambers, 388 Main South Road, Greymouth  
and  
Live Streamed via Council's Facebook Page**

**10.30 am**

**Council Meeting**

**On Completion of Council Meeting**

**Resource Management Committee Meeting**

**Followed by Councillor Workshops: Councillor Update with Chief Executive**

# **COUNCIL MEETING**

# Council Meeting

## *(Te Huinga Tu)*

### A G E N D A

#### *(Rarangi Take)*

1. Welcome (*Haere mai*)
2. Apologies (*Nga Pa Pouri*)
3. Declarations of Interest
4. Public Forum, Petitions and Deputations (*He Huinga tuku korero*)
5. Confirmation of Minutes (*Whakau korero*)
  - Council Meeting 9 March 2021
  - Audit & Risk Committee Meeting 1 April 2021

Leave of Absence Request (Cr Challenger)
6. Chairman's Report
7. Chief Executive's Report
8. **Reports**
  - Engineering Operations Report
  - Cobden Beach Gravel Budget and Coastal Processes
  - Delegating Powers to Te Tai o Poutini Plan Committee
  - Request to Vary the West Coast Regional Council Land Transport Plan for Franz Josef Glacier Access Resilience Single Stage Business Case
9. General Business

#### **Purpose of Local Government**

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

#### **Health and Safety Emergency Procedure**

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

## **THE WEST COAST REGIONAL COUNCIL**

### **MINUTES OF THE MEETING OF THE COUNCIL HELD ON 9 MARCH 2021, AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL, 388 MAIN SOUTH ROAD, GREYMOUTH, COMMENCING AT 11.33 A.M**

#### **PRESENT:**

A. Birchfield (Chairman), S. Challenger, P. Ewen, D. Magner, B. Cummings, J. Hill, L. Coll McLaughlin

#### **IN ATTENDANCE:**

V. Smith (Chief Executive), R. Mallinson (Corporate Services Manager), H. Mabin (Acting Corporate Services Manager), R. Beal (Operations Director), C. Helem (Acting Consents & Compliance Manager), H. Mills (Planning Science & Innovation Manager), N. Costley (Strategy & Communications Manager), T. Jellyman (Minutes Clerk), The Media.

#### **1. WELCOME**

#### **2. APOLOGIES**

There were no apologies.

#### **3. DECLARATION OF INTEREST**

The Chairman called for declarations of interests. There were no declarations.

#### **4. PUBLIC FORUM**

There was no public forum.

#### **5.0 CONFIRMATION OF MINUTES**

The Chairman asked the meeting if there were any changes to the minutes of the previous meeting. There were no changes requested.

**Moved** (Ewen / Challenger) *that the minutes of the Council meeting dated 9 February 2021, be confirmed as correct.*

*Carried*

#### **Matters arising**

There were no matters arising.

#### **REPORTS:**

#### **6.0 CHAIRMANS REPORT**

The Chairman reported that he attended TTPP 23 February. He attended the Regional sector meeting in Wellington 26 February.

The Chairman reported that he attended the meeting with Hon Stuart Nash at Westland District Council on 2 March. The Chairman advised that he did not attend the meeting at Franz Josef on the same day but did attend the launch of the Grey District Council hopper barge that afternoon.

The Chairman reported that yesterday, he and Cr Challenger met with the Chair and Deputy Chair of Environment Canterbury.

**Moved** (Birchfield / Cummings) *That this report is received.*

*Carried*

## **7.0 CHIEF EXECUTIVE'S REPORT**

V. Smith spoke to his report and outlined various meetings he attended. V. Smith advised that KiwiRail are working on opportunities that they have received and will come back to West Coast Chief Executives and DWC with a view to developing a strategic plan for their ongoing operation to ensure all parties are working collectively. V. Smith advised that he and C. Helem attended the recent quarterly Federated Farmers meeting. V. Smith advised that he presented on the National Environmental Standards and implications of these. He advised that the key message passed on was that everybody should be looking at meeting the permitted activity requirements of the National Environmental Standards to avoid the necessity for a resource consent. V. Smith advised if farmers were not able to do this, then to get in contact with C. Helem and his team early to chart the path forward.

V. Smith spoke of the issues encountered by Westland Milk Products Ltd with regard to their ocean outfall project. He stated that this was very much related to Covid, but the Consents Team worked proactively with the company and have now received correspondence from the company thanking Council for their work with this matter.

Cr Hill asked V. Smith if KiwiRail have a position on what they intend to do about changing from diesel and what they might move to. V. Smith advised that KiwiRail are looking at changing the fleet in the North Island from diesel to electric, but for the South Island fleet they are still heavy dependent on diesel. He stated that KiwiRail are watching to see how technology progresses over the coming years to then make an informed decision on the next step for the South Island.

Cr Cummings asked what was the outcome from the Minister's recent visit. V. Smith advised that Minister Nash provided the community with a pretty tough message, in that Franz Joseph would be treated in same manner as other tourist destinations such as Te Anau, Queenstown and Franz Josef. He advised that the Minister advised that if the Government did provide a package for any of these areas it would be the same for all five areas.

**Moved** (Hill / Cummings) *That this report is received.*

*Carried*

## **8.0 OPERATIONS REPORT**

R. Beal spoke to his report and took it as read. He advised that a decision is expected on the Franz Josef funding for the IRG Shovel Ready expected in 2 – 3 three weeks.

R. Beal advised that the resource consent for the Hokitika Seawall is ready to be lodged.

R. Beal reported that consultation will occur via the LTP on the \$4M upgrade for the Wanganui Rating District. He advised staff believe that the issues in the Wanganui rating district have been exacerbated by the storm in 2014 which stripped a lot of vegetation and there is now a lot of gravel entering this system. R. Beal advised this is not unique as there are other areas around the West Coast that are similarly affected by this storm event, which is potentially a ten year time lag in terms of seeing these gravel build ups.

R. Beal reported that the Lake Stream slip has been inspected a few times over the last year but there is no cost effective engineering solution for this area. He stated it is likely this slip is related to Cyclone Ita which stripped a lot of forest and caused destabilisation.

The Chairman commented that there has been a lot of damage done by cyclones in the back of hills on DoC land. He stated that the 10 year time lag from when the cyclone hits until material moves down through creeks. The Chairman stated that this debris often comes from DoC land but then ends up on private land and the landowner then has to deal with this debris. He feels that Council needs to look at how these landowners can be helped, possibly allowing for this to be cleaned up under emergency works or assisting landowners with consenting. The Chairman stated that landowners are ending up with a problem that has come from DoC and weather. He noted that this type of damage can be seen from the main road at Barrytown where debris is moving down Fagan's Creek. V. Smith advised that Council could look at doing a variation to the Plan to deal with matter to ensure that it provides for this circumstance to occur, as currently it doesn't. He agreed to discuss this issue with H. Mills to ensure the right solution is put in place. The Chairman stated that the damage is right along the coastline. He advised that Council has a report on the cyclones and stated there is a ten year time lag and then the erosion starts to hit downstream properties. R. Beal advised that staff feel that the slip at Mt Hercules is related to this same issue. Cr Cummings noted that this type of damage also occurred in the Whataroa and Harihari areas.

**Moved** (Cummings / Magner) *That the report is received.*

*Carried*

## **8.1 CORPORATE SERVICES MANAGERS MONTHLY REPORT**

H. Mabin acknowledged the support she has received for R. Mallinson and Cr Magner. H. Mabin took her report as read and spoke of key changes including moving to quarterly reporting with reports going to the Audit and Risk Committee meeting prior to coming to Council.

H. Mabin updated Council on the change to the payroll system which is expected to go live in April.

She spoke to the rest of her report and answered questions from Councillors. She explained the methodology behind parallel pay.

**Moved** (Coll McLaughlin / Magner) *That the report be received.*

*Carried*

### **8.1.2 LONG TERM PLAN PROJECT UPDATE**

R. Mallinson spoke to this report and advised that Phase 1 of Council's financial health check is now complete. He outlined policies where internal reviews are being undertaken along with policies that require work to ensure they are fit for purpose.

R. Mallinson reported that the 2020 Annual Report has been materially impacted by PCR audit process.

He reported that he has been working hard to get the Long Term Plan process timeline back on track. He outlined the dates for workshops and advised that it is likely the finalised draft LTP and Consultative Document will be completed by 20 April and then the sign off of the Consultative Document by Audit NZ due to be completed by 30 April. R. Mallinson noted that the timeline is tight and has been impacted by some factors beyond control. R. Mallinson answered questions and agreed to circulate the three policies that are undergoing internal review to Council.

Cr Ewen expressed thanks to R. Mallinson and his team, and noted that this is an important matter for where Council heads in future.

**Moved** (Cummings / Challenger)

*That Councillors note and agree to the amended timeline.*

*Carried*

## **GENERAL BUSINESS**

There was no general business.

The meeting closed at 11.55 a.m.

.....  
Chairman

.....  
Date

**THE WEST COAST REGIONAL COUNCIL**

**MINUTES OF THE MEETING OF THE AUDIT & RISK COMMITTEE,  
HELD ON 1 APRIL 2021,  
AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL, 388 MAIN SOUTH ROAD,  
GREYMOUTH, COMMENCING 12.30 PM**

**PRESENT:**

D. Magner, S. Challenger, B. Cummings, L. Coll-McLaughlin

**IN ATTENDANCE:**

V. Smith (Chief Executive Officer), H. Mabin (Acting Corporate Services Manager), K. Hibbs (People and Capability Manager), S. Swensson (Business Support Officer, Engineering), M. Schumacher (Information Technology Team Leader), via Zoom

**APOLOGIES:**

R. Mallinson (LTP Project Manager)

**DECLARATIONS OF INTEREST:** There were no declarations of interest.

**CONFIRMATION OF MINUTES**

Cr Coll-McLaughlin stated that her comment regarding Equip Training was in reference to Councillors. She requested that this be amended.

**Moved** (Coll McLaughlin / Challenger)

*That the minutes of the inaugural meeting held 20 October 2020 be confirmed as correct, with the amendment requested by Cr Coll McLaughlin made.*

*Carried*

**CHAIR AND COUNCILLORS' REPORTS:**

Cr Magner provided a verbal report on the meetings she has attended since the last meeting. These included several meetings with H. Mabin, meetings with Chris Jennet of Audit NZ and Hugh Jory from the Office of the Auditor General.

**Moved** (Coll McLaughlin / Cummings) *That the report is received.*

*Carried*

**RISK: ITEM 1 – HEALTH & SAFETY REPORT, MARCH 2021**

K. Hibbs presented this summary report. It has been identified that some contractors engaged by WCRC have not been through the prequalification process. Work is being done to ensure this is not something that will continue to happen going forward. It was noted that these is an upcoming ISO45001 audit in June.

Issues with locations of mineshafts on the West Coast were discussed.

**Moved** (Challenger / Cummings) *That the Health and Safety report is received.*

*Carried*

**ITEM 2 – RISK REGISTER UPDATE**

This paper was presented to show what is currently on the register which is from 2015. This morning’s workshop was a useful first step to rolling out a risk framework appropriate for the organisation. It was noted that there is \$50,000 in the LTP budget for 21-22 to contract this work out. Once there is a framework in place the Risk Register will be managed by the ELT overseen by Mr Smith.

**Moved** (Coll McLaughlin / Challenger) *That the Risk Register update is received.*

*Carried*

**LONG-TERM PLAN: ITEM 1 – LONG-TERM PLAN PROGRESS REPORT**

V. Smith provided an update on behalf of R. Mallinson. The LTP budget is now in its second iteration. The deadline of 12 April will not be met; therefore, the timeline will be extended by a week to ensure Council have robust information to make a decision on.

**Moved** (Coll McLaughlin / Challenger) *That the Long Term Plan Progress Report is received.*

*Carried*

**ACTING CORPORATE SERVICES MANAGER, CORPORATE SERVICES REPORT**

**ITEM 1 – DRAFT TERMS OF REFERENCE**

H. Mabin presented the two options for the proposed Terms of Reference. There was agreement that that longer version was preferable with the name amended to Risk and Assurance Committee.

**Moved** (Coll McLaughlin / Challenger)

*That the Audit and Risk Committee recommends the longer version of the Terms of Reference to Council for adoption.*

*That the Audit and Risk Committee recommends to Council the renaming the Audit and Risk Committee to the Risk and Assurance Committee.*

*Carried*

**ITEM 2 – PAYROLL TRANSITION PROJECT PROGRESS REPORT**

H. Mabin presented her report noting that the project is on track. J. Shaw, M. Schumacher and K. Hibbs were acknowledged for their work on this project.

**Moved** (Challenger / Cummings) *That the Payroll Transition Project Progress Report is received.*

*Carried*

The meeting closed at 1.00 p.m.

.....  
Chairman

.....  
Date



**THE WEST COAST REGIONAL COUNCIL**

Prepared for: Council Meeting 13 April 2021  
Prepared by: Councilor Stuart Challenger  
Date: 31 March 2021  
Subject: **LEAVE OF ABSENCE 11 May 2021 MEETING**

I will be officiating at the Swimming New Zealand Div II championships in Dunedin from the 9<sup>th</sup> to the 13<sup>th</sup> May 2021. Regretfully I will not be able to attend the scheduled 11 May 2021 Council meeting. In terms of Standing Orders 3.6.1, I subsequently request a Leave of Absence from attending the 11 May 2021 Council meeting.

**RECOMMENDATION**

That Council grants Councilor Challenger a Leave of Absence from attending the 11 May 2021 scheduled Council meeting.

Stuart Challenger

Councilor

<b>Report to:</b> Council/Committee	<b>Meeting Date:</b> 13 April 2021
<b>Title of Item: Chairman's Report</b>	
<b>Report by:</b> Chairman Allan Birchfield	
<b>Reviewed by:</b>	
<b>Public excluded?</b> No	

### **Purpose**

For Council to be kept informed of meetings and to provide an overview of current matters.

### **Summary**

This is the Chairman's report for March 2021.

Meetings attended:

- I attended the Greymouth Floodwall Joint Committee workshop on 19 March.
- I attended the Te Tai O Poutini Plan Committee meeting on 30 March.

### **Recommendation**

*That this report is received.*

<b>Report to:</b> Council/Committee	<b>Meeting Date:</b> 13 April 2021
<b>Title of Item:</b> Chief Executive's Report	
<b>Report by:</b> Vin Smith, Chief Executive	
<b>Reviewed by:</b>	
<b>Public excluded?</b> No	

## Purpose

For Council to be kept informed of meetings and to provide an overview of current matters.

## Summary

This is the Chief Executive's report for March 2021.

Meetings attended:

- I met with Ministers Nash and O'Connor, including personnel from the Department of Internal Affairs, on 4 March pertaining to Franz Josef flood plain management options.
- I attended a meeting of the Hokitika Joint Seawall Committee on 5 March, where the design concept was discussed and supported by the committee.
- On the 10<sup>th</sup> of March I met with Simon Bastion, CEO of Westland District Council around CEG related matters including work programme and memorandum of understanding development.
- I attended the meeting with Minister Allan in Franz Josef on 11 March, where she announced funding for the Predator Free South Westland initiative. We also discussed the Franz Josef flood plain management options and the local hazard scape.
- I attended the Zone 5 & 6 conference in Wanaka on 15 and 16 March where urban growth, tourism, projected rate rises, and collaboration was discussed.
- I took part in the Ngai Tahu Legal Proceedings, and Three Waters Reform Meeting with Mayors and Chairs on 17 March.
- I met with Kathy Gilbert & Nicky Snoyink from Forest and Bird on 18 March to develop an understanding of the issues that they see exist on the West Coast.
- I attended the Greymouth Floodwall Joint Committee Workshop on 19 March, where the boundary of the rating district was discussed along with Cobden coastal erosion and management.
- I met with West Coast Federated Farmers, DairyNZ and Westland Milk on 23 March to discuss the NPS for Freshwater Management. We received a presentation from Westland Milk on their FarmX programme and a joint communication package was socialised for feedback.
- On 25 March I attended a meeting of the Westport 2100 working group in Westport where the terms of reference for a joint committee were framed up.
- I took part in a Regional Sector Zoom meeting regarding the RM Act reform process on 29 March.
- I attended and presented to the Te Tai o Poutini Plan committee meeting on 30 March.
- I visited the Globe Mine on 31 March with the Department of Conservation. A site visit was undertaken to look at "best practice" mine rehabilitation. Opportunities to collaborate further with the Department of Conservation were discussed.
- I attended Council's Audit and Risk Committee meeting on 1 April where the council's financial health check was received.
- I will be attending the Regional and Unitary Chief Executives Officers Group and the Chief Executives Environmental Forum meeting in Wellington on 7 April.

## Recommendation

*It is recommended that Council resolve to receive this report.*

<b>Report to: Council</b>	<b>Meeting Date: 13 April 2021</b>
<b>Title of Item: Operations Monthly Works Report</b>	
<b>Report by:</b> James Bell – Engineering Officer, Paulette Birchfield - Engineer, Brendon Russ – Engineer, Sabrina Swensson – Business Support Officer	
<b>Reviewed by:</b> Randal Beal – Director of Operations	
<b>Public excluded?</b> No	

## Purpose

The purpose of this report is to provide Council with an overview of the physical works undertaken during the month of March 2021. Also presented in this report will be the production and sale of rock from the council owned quarries during the months of February 2021.

## Summary

### Vine Creek Rating District

Cleanout and rock placement works in Vine Creek was awarded to Henry Adams Contracting at a total cost of \$19,908 + GST.

The work involved the following:

- Replacement of 5 rock groynes (314 tonnes of rock, supplied from the WCRC Camelback Quarry)
- Cleanout of a section of Vine Creek using a 25T Excavator and 40T Dump Truck (13 hours each).



*Photo shows section of Vine Creek that has been cleaned out*

### IRG Shovel Ready Projects

Hokitika Seawall - a workshop was held with the Hokitika Joint Floodwall Committee at the beginning of March where plans were presented and discussed. 35,000 tonnes of rock has been purchased from Camelback Quarry for the project.

Greymouth Floodwall Upgrade – the plan for this project has been reforecast.

Buller River Flood Forecasting System – the contract with NIWA is being finalised. The rain gauge is scheduled to be installed in April.

**Quarry Rock Movements for the period of February 2021  
(excluding Royalty Arrangements)**

Quarry		Opening Stockpile Balance	Rock Sold	Rock Produced	Closing Stockpile Balance
Camelback	Large	37,517.16	35,000	0	2,517.16
Blackball		670	0	0	670
Inchbonnie		10,000	0	0	10,000
Kiwi		0	0	0	0
Miedema		0	0	0	0
Okuru		450	0	0	450
Whitehorse		0	0	0	0
<b>Totals</b>		<b>48,637.16</b>	35,000	0	<b>13,637.16</b>

Other Sales:

198T of rubble was sold to Henry Adams Contracting from Camelback Quarry. This rubble was sold at \$2.00 a tonne for a total of \$396.00 GST exclusive.

**RECOMMENDATION**

That the report is received.

<b>Report to: Council</b>	<b>Meeting Date: 13 April 2021</b>
<b>Title of Item: Cobden Beach Gravel Budget and Coastal Processes</b>	
<b>Report by: Paulette Birchfield - Engineer</b>	
<b>Reviewed by: Randal Beal – Director of Operations</b>	
<b>Public excluded? No</b>	

## Purpose

The purpose of this report is to provide Council with an overview of the coastal processes that contribute to the movement of Cobden Beach.

## Summary

The supply of gravel to Cobden Beach is influenced by a range of different factors. It is too simplistic to place the blame for the current erosion occurring at the south end of the beach solely on gravel extraction in the Grey River, when the beach gravel budget is more significantly influenced by factors such as man-made structures interfering with coastal processes; nearshore littoral drift, and naturally fluctuating coastal gravel delivery cycles (Hicks, 2017).

The main regular input to the Cobden Beach gravel budget (and principal natural driver of shoreline position) is the supply of sediment to the beach by the nearshore littoral drift (Phahlert, 1984). This coastline experiences both northerly and southerly direction drift, with the northerly drift being dominant and having an estimated rate of between 10,000m<sup>3</sup>/year and 100,000m<sup>3</sup>/year. Some of that sediment gets trapped at Blaketown Beach but this is expected to reduce over time, with around half of the sediment now bypassing onto Cobden Beach (*last estimate was done in 1984*).

With regards to the relative contribution of the Grey River sediment supply to the Cobden Beach gravel budget, no specific analysis has been undertaken as there are few locations on the West Coast where coastal gravel budgets have been established reliably (Hicks, 2017) but we can get some confidence in the volume of bedload material by using analysis of cross-section bed level surveys of the Grey River. If gravel extraction was reducing the river's gravel load then we would expect to see degradation of the bed, which is not evident in the regular 3-yearly cross-sections to date. Mean Bed Level analysis shows an overall slight gain in volume stored within the river channel between 2016-2019, with long-term trends suggesting a gravel budget in approximate equilibrium.

There is no clear evidence to support the assertion that gravel extraction in the Grey River was 'starving Cobden Beach of gravel'. And any knee-jerk reaction of therefore stopping all gravel extraction in the Grey River is likely to provide little reduction in coastal erosion when it is not one of the main influences of that coastal erosion and could in fact have detrimental effects such as reducing river channel capacity, increasing flood levels, and causing localized bed scour which can undermine vital infrastructure.

NIWA note in their 2017 report, that most of the beach at Cobden appears stable and wide (the northern 5km), replenished by sediment pulses from the Grey River and littoral drift bypassing from Blaketown Beach, but that the southern 1km section of the beach would continue its unstable fluctuations as the Jellyman Park defences interfered with natural beach processes. They recommended that the carpark be relocated landward to enable ongoing shoreline retreat.

Since the 2017 report was released a large rock seawall has been constructed to protect the historic Cobden landfill, and the Jellyman Park carpark was not relocated but had the seaward face further strengthened with rock. In 2020 NIWA provided an update to their previous report and noted that the new dumpsite revetment was robust and well-designed, but the poor location of the carpark has increased the erosion north of the dumpsite. A photo diary of the progression of the erosion north of the Jellyman Park carpark from April 2017 to May 2019 is attached.

Rock revetment seawalls, although necessary in some situations, if located too far seaward can alter coastal processes by modifying the flow of water, wave regime, sediment dynamics and depositional processes (Dugan, 2011). These hard structures increase wave reflection and shoreface scour and limit the natural landward migration of the shoreline leading to a loss of beach width, and downdrift erosion. Hard protection structures will have a greater influence on the coastal erosion currently occurring at Cobden Beach than the sediment supply from the Grey River, therefore the landward retreat of the Jellyman Park rock revetment will provide more benefit to the current erosion issue than stopping gravel extraction.

**April 2017**



**May 2018**





February 2019



May 2019



## **RECOMMENDATION**

That the report is received.  
That Council receives the NIWA report on Cobden erosion

# Coastal change at Cobden Beach, Greymouth

*Prepared for West Coast Regional Council*

*April 2020*

Prepared by:  
Michael Allis

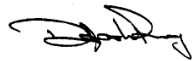


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NIWA CLIENT REPORT No: 2020092HN  
Report date: April 2020  
NIWA Project: ELF20201

Quality Assurance Statement		
	Reviewed by:	Doug Ramsay
	Formatting checked by:	Alison Bartley
	Approved for release by:	Scott Stephens

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## Executive summary

This report addresses recent coastal erosion experienced at Cobden Beach, Greymouth. The purpose of this report is to update the advice of the 2017 assessment about Cobden Beach and the Jellyman Park carpark, to provide advice to reduce the impact of a new seawall on the beach and local community, and outline long term issues for the Cobden area.

The previous recommendation to relocate the Jellyman Park carpark to enable ongoing shoreline retreat was not enacted. Rather, the carpark was upgraded and rock protection along the seaward face strengthened. This has continued to cause interference to beach sediment transport processes and has worsened the downdrift erosion impacts to the north.

Several storm events have affected Cobden Beach and the seaside infrastructure located there since the 2017 assessment. Most notably, in early 2018, the Jellyman Park carpark and the adjacent Cobden landfill were severely damaged by large waves during extra-tropical cyclone *Fehi*, which uncapped the dumpsite and eroded the fringe of the landfill resulting in a large amount of rubbish from the landfill being scattered over the beach. A large rock revetment seawall was subsequently built to protect the dumpsite.

The new dumpsite revetment appears robust and well designed, however its construction and tie-in to the carpark has reinforced the poor location of the carpark and has increased the rate of shoreline erosion north of the dumpsite. The new revetment and upgraded carpark have contributed to drawdown of the beach (the beach elevation is lower), exacerbated downdrift (northerly) erosion, and have increased wave overwashing into the vegetated berm and increased vegetation die back. This has exacerbated the storm impacts over a 100 m stretch of the vegetated berm, closed Hill Quay and continues to compromise the integrity of the remaining vegetated berm from Bright St to Kettle St. Private properties, Jellyman Park and council assets will be exposed to overwashing flows if a large storm erodes the rest of the carpark embankment and temporary bund along Hill Quay.

Managing this coastal risk to the Cobden community relies on creating a new vegetated berm to act as a “buffer” (i.e., a wider beach and backshore area) to accommodate the large fluctuations in shoreline position which Cobden Beach naturally experiences. This will not occur at Cobden without removal or realignment of the carpark embankment and its revetment (including what remains of Hill Quay). However, complete removal of the carpark embankment without some replacement would see Jellyman Park and adjacent residents unnecessarily exposed to wave overwashing hazards.

The advice to manage this short-medium term erosion issue (5–30 year timeframe) is to create a new buffer for the beach by building replacement coastal defences well back from the beach face and replenishing the beach in front of the new defences. This buffer space allows the beach to absorb cycles of storm erosion and to rotate with changes to upstream sediment supply or wave refraction whilst the coastal defence remains as a “backstop” to restrict future erosion risk.

The recommendations from this report are to (see also Figure 1-1):

- Remove the failed rock revetment and embankment from the Jellyman Park carpark, remove the Domett Esplanade South road formation and the temporary gravel bund.

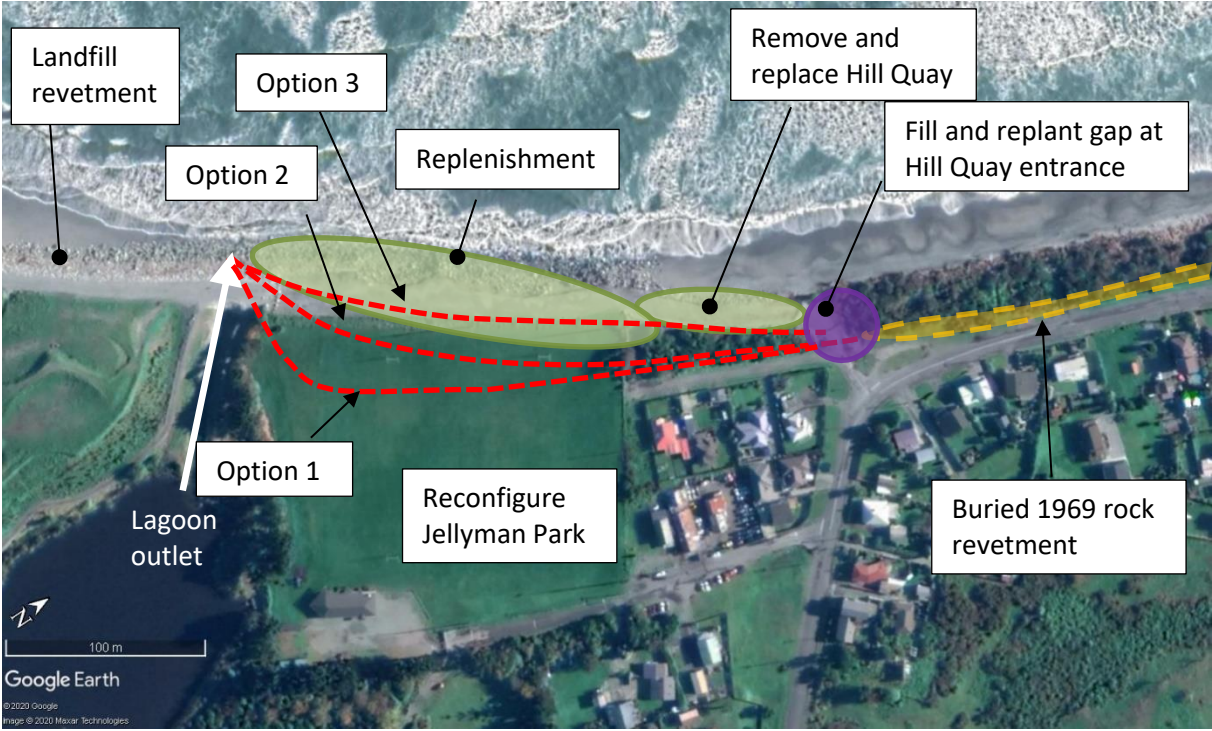
- Build rock revetments on a new alignment set back from the beach face between the Cobden Lagoon overflow outlet and the gravel barrier berm at the junction of Bright St and Domett Esplanade. The alignment should tie into the berm as it contains a buried rock revetment (constructed in 1969) which acts as a “backstop” protection for 750 m north towards Monro Street. Three realignment options for the revetment are provided in this report:
  - 1) The inland alignment (nominally 50 m setback) would provide the best protection of these three options as it would accommodate largest fluctuations in shoreline position over a longer timeframe, but would be the most invasive to the Cobden community and impinge on Jellyman Park.
  - 2) The central option (nominally 25 m setback) attempts to balance encroachment onto Jellyman Park and promote formation of a narrow beach buffer, but it will not be as successful over the medium term and would still see large storms erode the beach and any barrier that reforms.
  - 3) The seaward option would ease the current erosion and drawdown processes by using what remains of the revetment and embankment in a narrow revetment/embankment along the edge of Jellyman Park (nominally 5 m setback). This is only a short-term (up to 10-years) measure and would not see a vegetated berm buffer develop and would be susceptible to storm damage and ongoing downdrift erosion effects.

The new revetment should be of similar form to the new landfill revetment and gradually transition to a smaller and buried “backstop” revetment when set back from the beach face. Capital quarry costs may be offset by reclaiming materials from the collapsed revetments.

- Replenish the beach in front of the realigned revetments (and where Hill Quay is removed) by filling any gaps/holes in the beach surface created by removing the failed revetment and embankments, and provide gravel to initially boost barrier formation in this location. Beach materials should be imported and not excavated from the beach immediately in-front of the site. Sources could include the beach face at Monro Road (where the beach is currently accreting), the wider beach at Point Elizabeth, or elsewhere. This replenishment should only be considered in conjunction with revetment realignment.
- Investigate whether the buried 1969 rock revetment continues alongside Domett Esplanade South. If no rocks are present, this potential weak-spot in the backstop defences should be filled while construction machinery is on site.
- Fill the gap in the vegetated berm at the Hill Quay entrance with a new berm constructed from imported beach gravels and replanted with salt-hardy vegetation (after constructing the buried backstop revetment).

These realignment measures would increase the level of protection over the short to medium term whilst restoring the sediment supply to the vegetated barrier berm which currently provides most of the protection to the coastline north of Hill Quay.

Over a longer timeframe (i.e., 100 years), sea-level rise will escalate the hazard from the sea and the river/lagoon on the coastal structures and the communities behind them. These will require increased investment to rebuild and upgrade as the frequency or magnitude of wave impact increases with sea-level rise. Ultimately if sea-level rise trajectories over the latter part of this century are in the middle to upper range of current projections a continued protection strategy for existing infrastructure and some properties may not be a feasible or affordable pathway.



**Figure 1-1: Short to medium-term recommendations to manage coastal change at Cobden Beach.** [Image Source: Google Earth].



## 1 Introduction and background

Coastal erosion is an issue facing several communities on the West Coast. This report is one of several recent reports by NIWA assessing coastal issues for the West Coast Regional Council (WCRC).

Cobden Beach is a popular recreational area with notable ecological habitats (home to the at-risk speckled skink, is a seal haul-out location and has a NZ Fur Seal rookery at the northern end of the beach). The beach has a long history of coastal change, primarily due to the effects of the engineering structures at the adjacent Grey River mouth.

The previous report "*Managing and adapting to coastal erosion at Cobden Beach*" (Allis, 2017) identified that most of the beach (the northern 5 km) appears stable and wide, responding to the intermittent pulses of beach sediment arriving from updrift (the Grey River or bypassing from Blaketown Beach), but the southern 1 km was more susceptible to change. Specifically, a carpark between Jellyman Park and the beach was located too close to the active beach zone and was interfering with natural beach processes.

There have been several storm events which have affected the beach and seaside infrastructure since the previous assessment. In early 2018, the carpark and the adjacent Cobden landfill were severely damaged by large waves as a result of extra-tropical cyclone *Fehi*, which uncapped the dumpsite and eroded the fringe of the landfill resulting in a large amount of rubbish from the landfill being scattered over the beach. A rock revetment seawall has since been built to protect the dumpsite. The carpark and its access road (Hill Quay) were undermined by erosion and have been closed since this time.

Advice is sought on the impact of the new seawall on the beach and to update the recommendations and long-term strategy of the previous assessment. The advice provided in this report is intended to support WCRC, the Cobden community and recreational users of the beach.

This investigation and report has been funded with an Envirolink Small Advice Grant (ref No 2001: C01X1908) by the Ministry of Business, Innovation and Employment.

Allis (2017) provides background information on the beach composition, historic aerial photos, shoreline position measurements, and the regional and local sediment supply regime.

## 2 Observations

The investigation included a site visit to Cobden by Dr Michael Allis on the 5<sup>th</sup> of March 2020 with on-site discussions with WCRC Area Engineer Paulette Birchfield. Cobden Beach was inspected at multiple locations between the river mouth (Figure 2-1) and the Point Elizabeth carpark. The focus of the site inspection were the new seawall and any changes to the beach at the southern end of the beach.

Notes from the site visit are annotated on an aerial photograph in Figure 2-1. Additional site photographs are included in Appendix A.



Figure 2-1: Overview of site inspection observations at southern Cobden Beach. [Aerial photograph date 12-06-2019, Observations dated 05-03-2020].

## 2.1 Revetment structures

The new revetment seawall which protects the landfill is a large structure (500 m long) positioned on the upper beach face. The curvature of the new revetment is gentle and follows the pre-existing shoreline planshape, tying into the repaired Grey River training wall and the former Jellyman Park coastal carpark (Figure 2-1). The new revetment appears to be well constructed, has rock sizes of 0.5–1.5 m, a fore slope of 1:3 (steeper at tie-ins), a 2–3 m wide crest with the crest 2–4 m above beach level. The revetment construction included geotextile underlayer and a toe embedded below the beach surface (*pers. comm.* P. Birchfield, WCRC). An access track separates the grassed landfill area from the revetment crest and the landfill surface and new carpark is a popular freedom camping and lookout spot (see Figure A-5). A new beach surface has accumulated within the curve of the new revetment and has trapped large volumes of driftwood debris (see Figure A-5).

The beach elevation in front of the carpark has reduced by at least 2–3 m for a stretch of about 250 m from the lagoon outlet north. The rock revetment protecting the former carpark was not robustly constructed and has been severely undermined with the erosion leaving curved 10 m deep scallops into the carpark surface (Figure 2-2). The slope of the remaining carpark revetment is steep at 1:2 or steeper with rocks being undermined and slumping into the sea. The minimum width of the carpark is now only 10 m with an unstable collapsing coastal edge. As erosion of the carpark continues it will only take another large storm or sequence of storms to break through the remaining 10 m of carpark embankment, exposing Jellyman Park to overwashing waves (Figure 2-3). The park has elevations of only 3.2–3.5 m (WCRC LiDAR map, see Appendix B) which is about the same level as the upper beach face and would experience considerable inundation during an overwashing event without an embankment or berm between the beach and the park.



**Figure 2-2: Erosion and undermining of carpark in 2020 and the same view in 2016 (inset)** The elevation of the beach reduced by 2-3 m [Dates: 05-03-2020, 21-11-2016 (inset). *Credit: M. Allis, M. Hicks (inset)*].



**Figure 2-3: Eroded carpark and revetment between Cobden Beach and Jellyman Park.** Date: 05-03-2020 [*Credit: M. Allis (NIWA)*].

Reviewing site photos from 2016 and 2020 shows that the previous advice to remove/relocate the carpark had not been taken up, with the carpark being upgraded (before *Fehi* damage) with new tar sealing, a concrete footpath and kerb added (see Figure A-1) and the existing car-park revetment also upgraded (Figure 2-2). The highly exposed location of the car park is the primary factor contributing to the damage it is experiencing due to shoreline change.

The influence of the car park on local coastal processes has also led to recession of the beach north of the carpark, with a 10–15 m wide vegetated berm lost and the carpark access road (Hill Quay) now closed (see Figure 2-1). The former access road has now been blocked with a gravel bund to limit wave overwashing onto Domett Esplanade and the nearby properties.

The vegetated berm between Bright St and Ward St (Figure 2-1) has also eroded with the more wave overwashing events depositing driftwood 5–10 m into the vegetated area (See Figure A-3). The vegetated berm in this area is now only 20-30 m wide with vegetation now dying back over this 200 m stretch.

## 2.2 Widening beach

A 500 m stretch of the beach north of Munro Road (approx. Munro Road to Lake Ryan) appears to have benefited from the shoreline retreat at the carpark. Here, the beach width has increased, with a new 3–5 m wide berm developing on the beach face since 2016 (Figure 2-4) and there are now 5 or more berms across the back beach (see schematic Figure 2-1). On a simple mass balance basis, the beach material eroded from the carpark and landfill section of the beach has slowly been transported north along via littoral transport with the prevailing wind/wave current direction. This pulse of sediment arose from storm-driven erosion at the carpark, and is a short term “bulge” of gravel which will migrate north up the beach. At March 2020 this bulge has built out along approximately 500 m of foreshore and centred approximately 800 m north of the carpark.



**Figure 2-4: Multiple beach berms at widening beach north of Monro Road.** Date: 05-03-2020 [Credit: M. Allis (NIWA)].

### 2.3 Historic rock wall

An old and partially buried line of rocks as coastal defence was noticed in the 2016 site inspection at Monro Road (page 12 of Allis 2017). Follow up investigation by WCRC was undertaken to find out the size and extent of the historic protection works.

Figure 2-5 illustrates the rock revetment during construction in 1969 indicating the structure was substantial and appears to be situated landward of the present beach and at higher elevations. Newspapers records quote construction plans as “we will dig down 6 ft for the toe rocks, which will be the biggest... and the wall will be 10 ft tall in places”<sup>1</sup>. The beach in front of this revetment has recovered since 1970 and has now accumulated a 30 m wide back beach with multiple berms (Figure 2-4). The vegetation and lichen growth also indicate that these gravels have not been re-worked by wave action for over 30 years (Allis 2017). The accumulation since the 1970s may be related to a general anticlockwise rotation in beach planshape with the Cobden end retreating and the Pt Elizabeth end accreting as the beach responded to decadal changes in sediment inputs (i.e., Blaketown gravel extraction) and different wave refraction patterns associated with the bars at the mouth of the Grey River (see Allis 2017 for further background).

<sup>1</sup> Greymouth Star, July 3<sup>rd</sup> 1969



**Figure 2-5: 1969 photograph of Cobden rock wall under construction.** View south towards Greymouth. No. 90 Domett Esplanade indicated with arrow. [Source: pers. comm. Paulette Birchfield].

The present-day extent of the historic revetment was inspected in March 2020. Much of the rock has been buried by the accreting gravel barrier and covered with vegetation, but rocks are visible in most locations (see Figure A-4). The line of rocks appears to follow the 1943 erosion extent line alongside Domett Esplanade and extend 150 m along North Beach Road from Monro Street (WCRC Cobden Erosion and Inundation Investigation, dated 17 October 2019). Exposed rocks are not visible in all locations, particularly at the Kettle Street junction and south of the Bright Street junction.

At present the vegetated gravel berms seaward of the 1969 rock revetment provides an effective level of protection to the road and property along Domett Esplanade. The revetment also provides a level of backstop protection should changes in the wave climate result in the sediment within these berms being redistributed along adjacent sections of coast. However, should the protection from the berm be lost, the 1969 revetment should not be considered a primary defence or long-term solution to protecting the Domett Esplanade. The quality of the rock, revetment construction (steep, no geotextile underlayer) cannot be guaranteed to survive a storm event if directly exposed to waves.



### 3 Interpretation and advice

The carpark has always been located too far seaward onto Cobden Beach to accommodate shoreline change and to avoid interference with sediment transport processes on the beach. However, prior to the *Fehi* storm damage, its relatively small scale and lack of large storms since its construction led to “manageable” impacts north of the carpark.

The construction of the dumpsite revetment and its tie-in to the poorly positioned carpark has reinforced the exposed position of the carpark and exacerbated the interference to beach processes. The new revetment and upgrades of the carpark have contributed to drawdown of the beach elevation along this section of shoreline and exacerbated downdrift (northerly) erosion, wave overwashing and vegetation die back to the north. This has exacerbated the storm impacts over a 100 m stretch of the vegetated berm, closed Hill Quay and continues to compromise the integrity of the remaining vegetated berm from Bright St to Kettle St. This downdrift erosion and dieback will likely continue unless the carpark is removed.

If erosion does continue to the north of the carpark, there are private properties that will be at increasing risk if the remaining carpark or temporary bund along Hill Quay is lost. These are the four properties behind of Domett Esplanade South, however they are still on the landward side of the Grey District Council assets (Figure 3-1).

#### 3.1 Short-medium term advice

Managing coastal risk to the Cobden community over the short-medium (5–30 year) timeframe relies on creating a sufficient backshore buffer to accommodate the large fluctuations in shoreline position which Cobden Beach experiences. This will not occur at Cobden without removal or realignment of the carpark embankment and its revetment (including what remains of Hill Quay). This is no great loss as the coastal carpark is now redundant with the new landfill carpark better serviced for freedom campers and sightseeing (e.g., Figure A-2) and Hill Quay is already closed.

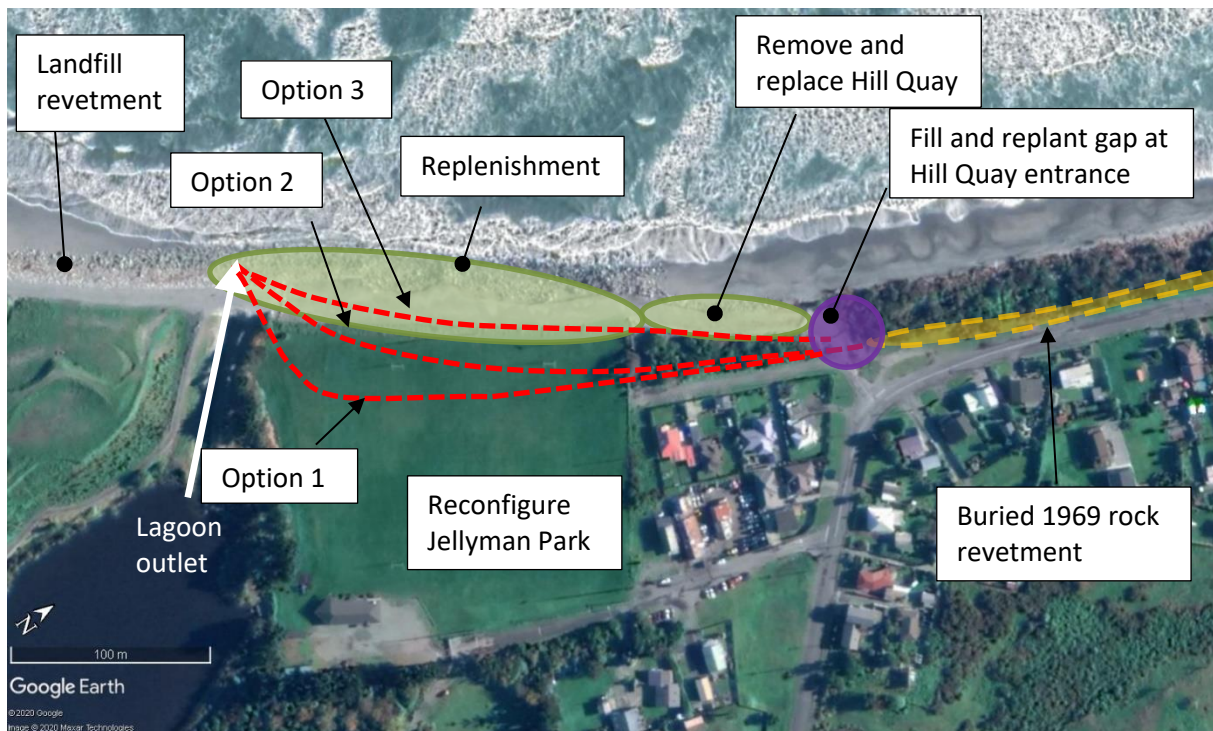
However, complete removal of the embankment would see the park and adjacent residents unnecessarily exposed to wave overwashing hazards because embankment is the only barrier separating the sea from the low-lying Jellyman Park and adjacent houses (see LiDAR elevations Figure A-2). This risk can be managed by creating a new buffer for the beach by building any replacement coastal defences well back from the beach face. This allows the beach to absorb cycles of storm erosion and to rotate with changes to upstream sediment supply/wave refraction whilst the coastal defence remains as a “backstop” to restrict future erosion risk.

Figure 3-1 illustrates options for this, which include:

- Realignment of the rock revetments from the Cobden Lagoon overflow outlet to tie into the gravel barrier berm (containing the buried 1969 rock revetment) at the junction of Bright St and Domett Esplanade.
  - 1) The inland alignment (nominally 50 m setback) would provide the best protection of these options as it would accommodate largest fluctuations in shoreline position, but be the most invasive to the Cobden community (partial loss of Jellyman Park).

- 2) The central option (nominally 25 m setback) attempts to balance encroachment onto Jellyman Park and promote formation of a narrow beach buffer, but it will not be as successful over the medium term and would see large storms erode the beach.
- 3) The seaward option would ease the current erosion and drawdown processes by using what remains of the revetment and embankment in a narrow revetment/embankment along the edge of Jellyman Park (nominally 5 m setback). This is only a short-term measure and would not see a vegetated berm buffer develop and would be susceptible to storm damage and ongoing downdrift erosion effects.

New revetments should be of similar form to the new landfill revetment (1:3 slope, 3 m wide crest, deep toe embedment, geotextile underlayer) and gradually transition to a smaller and buried “backstop” revetment when set back from the beach face.



**Figure 3-1: Short to medium-term options to manage coastal change at Cobden Beach.** [Image Source: Google Earth].

All options also include:

- Excavating the Hill Quay road formation and replacing it with imported beach gravels (i.e., not excavated from the beach immediately in-front of the site).
- Plugging the 25 m gap in the vegetated berm and buried rock revetment where Hill Quay currently adjoins Domett Esplanade (see Figure A-6). A new buried backstop rock revetment should tie into the buried 1969 rocks on either side of Hill Quay, with a new berm constructed from imported beach gravels also tied into the adjacent berms, and replanted with salt-hardy vegetation.

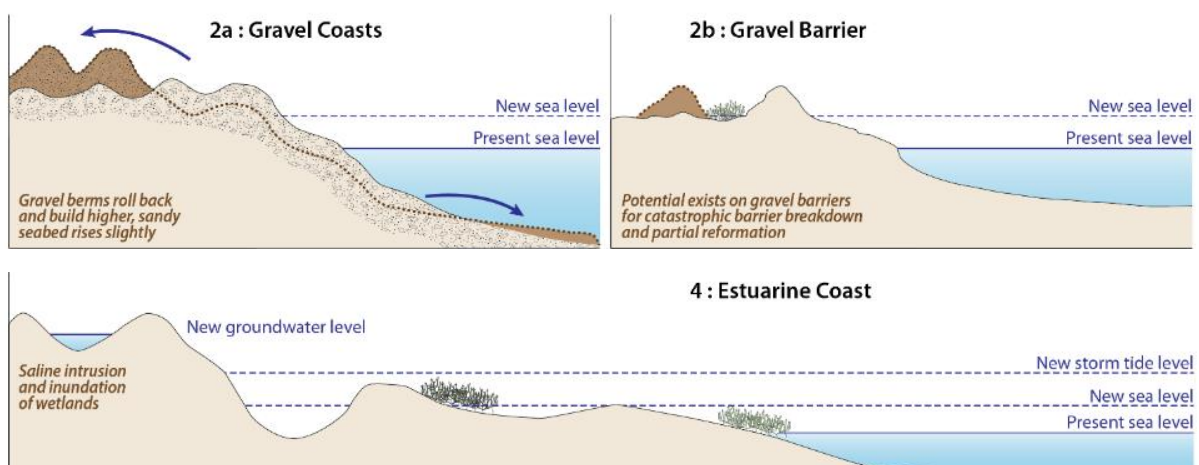
- Replenish the beach in front of the carpark and Hill Quay by depositing beach materials in front of the realigned revetments. This is to fill any gaps/holes in the beach surface created by removing the failed revetment and embankments, and provide gravel to initially boost berm formation in this location. Beach materials could be sourced from either Monro Road (where the beach currently accreting), or the wider beach at Point Elizabeth, or elsewhere. This replenishment should only be considered in conjunction with revetment realignment.

Any known gaps in the 1969 backstop revetment should also be patched while construction machinery is on site. There is a substantial volume of rock that could be reclaimed from the collapsed revetment to offset capital quarry costs.

### 3.2 Longer-term advice

The general response of gravel barrier beaches to a sea level rise over a long-term (50–100 years) timeframe is to rollover and retreat inland, sometimes with catastrophic breakdown of the barrier before a new one forms (Figure 3-2, panel 2a and 2b). In the long term, the Cobden beach gravel barrier would seek to roll back inland and would affect assets and residents in its path (as has happened in the last 10-20 years at Rapahoe). This will also see loss of the gravel beach in front of the landfill and increased wave attack on the Cobden landfill revetment, consequentially there will be an ever-increasing investment cost to maintain the rock revetment and prevent loss of rubbish from the site.

Low-lying areas of Cobden away from the beach front but close to the lagoon and river are also likely to experienced higher groundwater levels and increased flooding as a result of higher sea levels (Figure 3-2, panel 4). This would manifest as direct inundation of low-lying coastal margins fringing the lagoon and tributary creeks and backed-up stormwater systems (see LiDAR elevation maps Appendix B).



**Figure 3-2: Generalised impacts of sea-level rise on different types of coastal morphology.** [Adapted from MfE (2017)].

Long-term sea-level rise will escalate the coastal hazard impacts from the sea and the river/lagoon on the coastal infrastructure and the communities behind them. These will require increased investment to rebuild and upgrade over this time as the frequency or magnitude of wave impact increases with sea-level rise. Ultimately if sea-level rise trajectories over the latter part of this century are in the middle to upper range of current projections a continued protection strategy for existing infrastructure and some properties may not be a feasible or affordable pathway.

## 4 References

Allis, M. (2017) Managing and adapting to coastal erosion at Cobden Beach. *NIWA Client Report 2017137HN*, prepared for West Coast Regional Council. May 2017.

Ministry for the Environment (2017) Coastal hazards and climate change: Guidance for local government. Lead authors: Bell, R., Lawrence, J., Allan, S., Blackett, P., Stephens, S. *Ministry for the Environment Publication*, No. ME 1341, ISBN: 978-1-98-852535-8: 279 + Appendices. <http://www.mfe.govt.nz/publications/climate-change/coastal-hazards-and-climate-change-guidance-local-government>

WCRC (2019) *Cobden Erosion and Inundation Investigation*. Letter from WCRC to Joint Councillor Committee Meeting. Dated: 17 October 2019.

## Appendix A Supplementary site photographs



**Figure A-1: Collapse of upgraded carpark features at Cobden Beach. View to south (left) and to north (right).** Arrow (right) shows collapsed concrete footpath and kerb from left photo. Man and dog for scale (right). Date: 05-03-2020. [Credit: M. Allis (NIWA)].



**Figure A-2: View from former carpark along landfill and new revetment towards river mouth.** Date: 05-03-2020 [Credit: M. Allis (NIWA)].



**Figure A-3: Wave-deposited driftwood within vegetated berm and vegetation die back north of carpark.** Date: 05-03-2020 [Credit: M. Allis (NIWA)].



**Figure A-4: Rocks from 1969 protection works within vegetated berm at Ward St.** Date: 05-03-2020 [Credit: M. Allis (NIWA)].

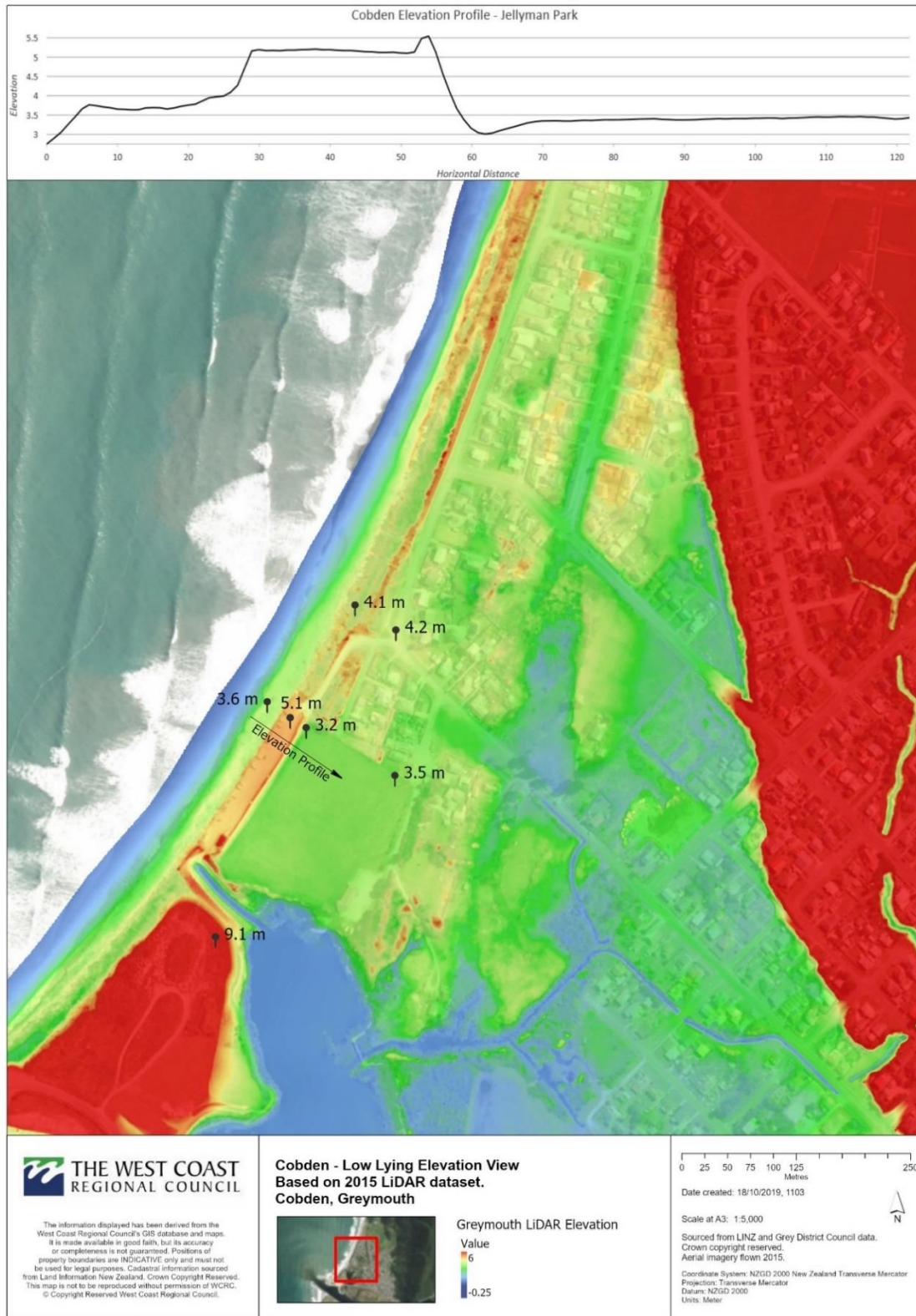


**Figure A-5: Accumulating beach and driftwood debris in front of the new dumpsite revetment.** An access track separates the revetment from the grassy dumpsite area (at right). Date: 05-03-2020 [Credit: M. Allis (NIWA)].



**Figure A-6: Access to Hill Quay from Domett Esplanade, now closed to vehicles with a temporary gravel berm built on the former road surface.** The roadway is a low-lying gap in the natural vegetated berm (just visible at right) and the buried 1969 revetment. [Credit: M. Allis (NIWA)].

## Appendix B Cobden ground elevations



**Figure B-1: Ground elevations of Cobden.** Elevations in metres above LVD-37 [Credit: WCRC].



<b>Report to:</b> Council	<b>Meeting Date:</b> 13 <sup>th</sup> April
<b>Title of Item:</b> Delegating Powers to Te Tai o Poutini Plan Committee	
<b>Report by:</b> Jo Armstrong	
<b>Reviewed by:</b> Vin Smith	
<b>Public excluded?</b> No	

### Report Purpose

To pass a resolution formalising the delegation of functions pertaining to the combined district plan from West Coast Regional Council to the Te Tai o Poutini Plan Committee.

### Report Summary

The Local Government Reorganisation Scheme (West Coast Region) Order 2019 (Order in Council) dated 17 June 2019 gave effect to the Local Government Commission's recommendation that a combined district plan be developed for the West Coast.

Clause 6 of the Order in Council transfers the section 73 and Schedule 1 of the RMA obligation for the preparation, notification, adoption, periodic amendment and review of the district plans of each of Buller, Grey and Westland district councils to the West Coast Regional Council. Delivery is to be by way of a combined district plan, and clause 8 requires the West Coast Regional Council to delegate to the Tai Poutini Plan Committee these combined district plan obligations.

West Coast Regional Council are required to pass a resolution formalising the delegation of their combined district plan functions to Te Tai o Poutini Plan Committee.

A recent review found no formal record of West Coast Regional Councils functions having been transferred in accordance with Local Government Reorganisation Scheme (West Coast Region) Order 2019 to the Te Tai o Poutini Plan Committee being made.

### Draft Recommendations

**It is recommended that as per clause 6(1) of the Local Government Reorganisation (West Coast Region) Final Proposal Order 2018, the Council resolve to delegate to Te Tai o Poutini Plan Committee its functions to:**

- a. prepare and notify a combined district plan;
- b. hear and consider (including through subcommittees as necessary and appropriate) all submissions received on the draft combined district plan;
- c. adopt a final combined district plan;
- d. monitor implementation of the combined district plan and the need for any amendments; and
- e. undertake amendments and reviews of the combined district plan, or ensure these are undertaken, as required

### Attachments

The full Local Government Reorganisation Scheme (West Coast Region) Order 2019 can be found at:

<http://www.lgc.govt.nz/local-government-reorganisation/reorganisation-current-applications/view/west-coast-reorganisation?step=main>

<b>Report to:</b> Council	<b>Meeting Date:</b> 13 April 2021
<b>Title of Item: Request to vary the 2018-21 West Coast Regional land Transport plan for Franz Josef Glacier Access Resilience Single Stage Business Case</b>	
<b>Report by:</b> Nichola Costley – Manager Strategy and Communications	
<b>Reviewed by:</b> Vin Smith, Chief Executive	
<b>Public excluded?</b> No	

## Report Purpose

This paper requests a variation to the Department of Conservation programme in the Regional Land Transport Plan (RLTP) pursuant to section 18D of the Land Transport Management Act 2003 (LTMA) to enable the Franz Josef Glacier Access Resilience Single Stage Business Case to be included in the National Land Transport Programme and therefore access funding from the National Land Transport Fund.

## Report Summary

The West Coast Regional Transport Committee (RTC) have endorsed a request from the Department of Conservation to make a variation to the 2018-21 West Coast Regional Land Transport Plan. The RTC are now seeking approval of the variation by the Regional Council.

We recommend that Council approves this variation in order to progress the business case for access resilience to the Franz Josef Glacier. There are no financial implications for this Council in accepting these recommendations.

## Draft Recommendations

**It is recommended that Council resolve to:**

1. Approves the variation to the Regional Land Transport Plan 2018-21 for the inclusion of the Franz Josef Access Road Resilience Single Stage Business Case
2. Agrees to vary the Regional Land Transport Plan 2018-21 by adding the above proposed activity to Table 9 – “Activities included in the West Coast Regional Land Transport Plan” in the Plan;
3. Submits the variation to the West Coast Regional Land Transport plan 2018 – 21 to Waka Kotahi NZ Transport Agency.

## Issues and Discussion

### Background

The West Coast Regional Transport Committee (RTC) may prepare a variation to its RLTP during the 6 years to which it applies if the variation addresses an issue raised by a review; or good reason exists for making the variation. A variation may be prepared by the RTC at the request of an approved organisation or the New Zealand Transport Agency (NZTA) or on the RTC’s own motion. The RTC must consider any variation request promptly.

The provisions of the LTMA that apply to the preparation of a full RLTP apply with the necessary modifications to a variation of an RLTP. Consultation is not required for any variation that is not deemed significant in the criteria set out in the RLTP. The RTC may recommend that the West Coast Regional Council vary the RLTP. Final approval of the variation rests with the West Coast Regional Council.

### Current situation

The Franz Josef Glacier, on the West Coast of the South Island, is a nationally significant tourist destination, receiving over 780,000 visitors per year prior to COVID-19.

The Franz Josef Glacier Access Road is under constant threat from natural events. Between 2008-2018, \$11.2m was spent maintaining the access roads to both the Franz Josef and Fox Glaciers. A major storm event in 2019 led to extensive damage to both access roads requiring \$4m of emergency works to restore the Franz Josef Glacier Access Road, whilst the Fox Glacier Access Road was subsequently closed. The repair work to the Franz Josef Glacier Access Road in 2019, which included construction of a causeway adjacent to the Waiho River, was not considered a long-term solution and there remains a high risk of future damage.

As in the past, there is no clear plan that guides the Department of Conservation and Waka Kotahi investment in providing access to the Glacier. A business case is required to address this issue.

The draft 2021-31 RLTP proposes:

- Ongoing maintenance of the causeway of \$200,000 per annum; and
- The preparation of a business case for determining the preferred medium and longer-term access option to the Franz Josef Glacier (\$50k per annum over two years).

The Department of Conservation and Waka Kotahi are progressing the business case work now. To enable the release of funding from the National Land Transport Fund for 2020/21 expenditure, a variation to the RLTP is sought. 2020/21 expenditure for this work is expected to be up to \$40k.

To deliver this project, the following additional activity is requested for inclusion in the RLTP:

Activity Class	Project Name	Start Year	End Year	Total Cost for all years
Local Road Improvements	<i>Franz Josef Glacier Access Resilience Single Stage Business Case</i>	20/21	20/21	\$40,000

This project is aligned with the strategic direction of the RLTP.

The RTC accepted the following recommendations at its meeting on 22 March 2021:

*That the West Coast Regional Transport Committee:*

- 4. Adds the Franz Josef Access Road Resilience Single Stage Business Case to Appendix 1 of the Regional Land Transport Plan "Regional Programme Details";*
- 5. Determines that the requested variation is not significant and does not require further consultation;*
- 6. Recommends this variation to the West Coast Regional Council for its consideration.*

### Options Analysis

Not approving the variation delays work on the business case to assess the Franz Josef Glacier access resilience.

### Costs and Benefits

There are no cost implications on this Council from approving this variation.

## Considerations

### Implications/Risks

Not approving the variation delays work on the business case to assess the Franz Josef Glacier access resilience.

### Significance and Engagement Policy Assessment

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

### Views of affected parties

The RTC deemed this variation to not be significant due to its low cost, therefore public consultation is not required.

### Financial implications

This matter has no financial implications on the West Coast Regional Council.

**THE WEST COAST REGIONAL COUNCIL**

To: Chairperson  
West Coast Regional Council

I move that the public be excluded from the following parts of the proceedings of this meeting, namely, -

Agenda Item No. 8.

- 8.1 Confirmation of Confidential Minutes 9 March 2021
  - 8.1.2 Confirmation of Confidential Minutes Risk and Assurance Committee  
1 April 2021
  
  - 8.2 Westport Flood Early Warning System Report
  
  - 8.3 Response to Presentation (if any)
  
  - 8.4 In Committee Items to be Released to Media
- 

<b>Item No.</b>	<b>General Subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 7 of LGOIMA for the passing of this resolution.</b>
8.			
8.1	Confirmation of Confidential Minutes 9 March 2021		Clause 7 subclause 2 (a)
8.1.2	Confirmation of Confidential Minutes Risk and Assurance Committee 1 April 2021		Clause 7 subclause 2 (a)
8.2	Westport Flood Early Warning System Report		Clause 7 subclause 2 (a)
8.3	Response to Presentation (if any)		Clause 7 subclause 2 (i)
8.4	In Committee Items to be Released to Media		Clause 7 subclause 2 (a)

I also move that:

- Vin Smith
- Robert Mallinson
- Heather Mabin
- Randal Beal
- Hadley Mills
- Colin Helem
- Nichola Costley

be permitted to remain at this meeting after the public has been excluded, because of their knowledge on the subject. This knowledge, which will be of assistance in relation to the matter to be discussed.

The Minutes Clerk also be permitted to remain at the meeting.

# **RESOURCE MANAGEMENT COMMITTEE**

# Resource Management Committee Meeting

## *(Te Huinga Tu)*

### A G E N D A

#### *(Rarangī Take)*

1. Welcome *(Haere mai)*
2. Apologies *(Nga Pa Pouri)*
3. Declarations of Interest
4. Public Forum, Petitions and Deputations *(He Huinga tuku korero)*
5. Confirmation of Minutes *(Whakau korero)* 9 March 2021
6. Chairman's Report
7. **Planning and Operations Group**
  - Planning and Hydrology Report
  - Te Tai o Poutini Plan Update
8. **Consents and Compliance Group**
  - Consents Report
  - Compliance Report
9. **General Business**

V M Smith  
Chief Executive

## THE WEST COAST REGIONAL COUNCIL

### **MINUTES OF THE MEETING OF THE RESOURCE MANAGEMENT COMMITTEE HELD ON 9 MARCH 2021, AT THE OFFICES OF THE WEST COAST REGIONAL COUNCIL, 388 MAIN SOUTH ROAD, GREYMOOUTH, COMMENCING AT 10.32 A.M.**

#### **PRESENT:**

S. Challenger (Chairman), A. Birchfield, P. Ewen, D. Magner, B. Cummings, J. Hill, L. Coll McLaughlin, J. Douglas, F. Tumahai

#### **IN ATTENDANCE:**

Vin Smith (Chief Executive), R. Mallinson (Corporate Services Manager), H. Mabin (Acting Corporate Services Manager), H. Mills (Planning, Science & Innovation Manager), C. Helem (Acting Consents & Compliance Manager), J. Armstrong (TTPP Project Manager) via Zoom, R. Beal (Operations Director), N. Costley (Strategy & Communications Manager), T. Jellyman (Minutes Clerk), The Media.

**Cr Birchfield read the prayer.**

#### **WELCOME**

Cr Challenger opened the meeting with a karakia.

#### **1. APOLOGIES**

There were no apologies.

#### **DECLARATION OF INTEREST**

There were no conflicts of interest declared.

#### **PUBLIC FORUM, PETITIONS AND DEPUTATIONS**

Mr Cedric Trounson addressed the meeting and spoke of his concerns regarding coastal marine environment and coastal erosion. A copy of his presentation had been circulated to members earlier in the week. Mr Trounson covered issues such as changes to the Grey River, gravel takes, the floodwalls surrounding the Grey River, the river bar, Cobden Beach and the replenishment of gravel in this area. He that Council does not renew or issue any new consents for gravel extraction as he would like this to be stopped. Mr Trounson answered questions and spoke of the significance of West Coast rivers and beaches.

Mr Trounson thanked Councillors for the opportunity to address them.

#### **PRESENTATION**

There was no presentation.

#### **2. MINUTES**

The Chairman asked the meeting if there were any changes to the minutes of the previous meeting.

**Moved** (Birchfield / Cummings) *that the minutes of the previous Resource Management Committee meeting dated 9 February 2021, be confirmed as correct.*

*Carried*

#### **Matters Arising**

There were no matters arising.



### 3. CHAIRMAN'S REPORT

The Chairman reported that he attended the first meeting of the South Westland FMU. He stated that they made good progress at this meeting.

The Chairman reported that he and Cr Birchfield met with Chair and Deputy Chair of Environment Canterbury yesterday.

**Moved** (Coll McLaughlin / Cummings) *That the verbal report is received.*

*Carried*

### 5. REPORTS

#### 5.1 PLANNING AND OPERATIONS GROUP

##### 5.1.1 PLANNING REPORT & HYDROLOGY REPORT

H. Mills spoke to his report. He advised that pre hearing caucusing is taking place at the moment between Council and Makaawhio relating to Plan Change 1. H. Mills advised that DoC has now pulled out of the appeal process and are no longer a s274 party.

H. Mills advised that work is progressing as planned with all FMU groups.

H. Mills clarified matters relating to the Anticipated Submissions and advised that the table in appendix 1 makes it very clear on what Council should be submitting on. He advised this will give Councillors a reasonable timeframe to feedback to staff. H. Mills advised that this will be a dynamic table and every RMC meeting the recommendations in the table will change slightly as information flows back from central government.

H. Mills and L. Sadler answered questions from Councillors.

Cr Challenger stated he likes the idea of the Anticipated Submissions table as it lets Councillors know what is coming up. He noted that this is a living document and is happy for this to continue to be included in the report.

**Moved** (Ewen /Douglas)

1. *That the report is received.*

2. *That Council agrees with the staff advice in Appendix 1 about which national documents to submit on.*

*Carried*

##### 5.1.2 CONTACT RECREATION MONITORING UPDATE

H. Mills spoke to this report and took it as read. He advised that some samples have returned as moderate to high risk levels, but all were associated with high rainfall events.

H. Mills requested feedback from the meeting as to no longer including this report in the agenda, but having a link on Council's website where data is shown. He stated that this report does not usually contain any recommendations. Discussion took place and it was agreed that should the science team raise any concerns, they would then be reported on as required.

**Moved** (Coll McLaughlin / Hill) *That the report is received.*

*Carried*

##### 5.1.3 TE TAI O POUTINI PLAN UPDATE

J. Armstrong spoke to her report. She advised that standard research and development is underway at the moment. She outlined the topics that are being worked on at the moment.

J. Armstrong stated that the biggest issue currently is the proposed RMA reforms and the implications that these could have for TTPP delivery. J. Armstrong advised that she met with MfE last week and learnt how long the transition period would be until all the provisions in our current plans would need to be under the new Act once they come into play at the end of 2022. She stated it is likely there would be a 10 year transition period with regard to the RMA reforms.

J. Armstrong offered to answer questions. The Chairman stated that he has found the link to J. Armstrong's monthly report on the TTPP website very helpful and a good way to keep up with progress on TTPP.

**Moved** (Coll McLaughlin / Cummings) *That the report is received.*

*Carried*

### 5.2.1 CONSENTS MONTHLY REPORT

C. Helem spoke to this report and highlighted various consenting matters. He advised that Westland Milk Products Ltd had a short term resource consent granted to allow for them to continue discharging treated factory wastewater to the Hokitika River. C. Helem advised that the company has encountered delays with completion of the ocean outfall project due to weather and being unable to get divers back into the country due to Covid 19 travel restrictions.

C. Helem answered questions from Councillors.

**Moved** (Magner / Coll McLaughlin) *That the February 2021 report of the Consents Group be received.*  
*Carried*

### 5.2.2 COMPLIANCE & ENFORCEMENT MONTHLY REPORT

C. Helem spoke to this report and outlined compliance activity during the reporting period. C. Helem offered to answer questions.

Cr Cummings queried how a photo of his mine site came to be published in the Greymouth Star. V. Smith agreed to look into this matter to ascertain whether or not the photograph was supplied by Council.

Cr Ewen noted that there has been another complaint from the Stafford area. C. Helem advised that a pragmatic approach is taken with these type of complaints, especially following a heavy rainfall event.

**Moved** (Cummings / Ewen)

1. *That the February 2021 report of the Compliance Group be received.*

2. *That the \$5,000 bond for RC04290 G Hobbs and the \$60,000 bond for RC-2015-0060 Butlers Mining Ltd are released.*

*Carried*

### GENERAL BUSINESS

The Chairman stated that the information from Mr Trounson is worth considering as Mr Trounson has a lot of experience and has previously worked at the port. Cr Ewen commented that Council cannot cancel a mining permit.

Cr Coll McLaughlin advised that she attended a community meeting at Hector, several years ago, with the Buller River discussed. She stated there was a conversation about the tip head affecting this area.

Discussion took place regarding gravel extraction, beach replenishment, dredging of the river, and storm events. Cr Cummings stated that a lot of the gravel that comes down the river is from natural events and this increases gravel on the beaches. Cr Coll McLaughlin advised that NIWA had mentioned this and advised that the big earthquakes have an impact on this. H. Mills advised that Council has a NIWA report on the effects of river gravel extraction on coastal erosion. It was agreed that the report would be circulated to Councillors and passed onto Mr Trounson. Cr Ewen agreed the discussion and stated that West Coast rivers are dynamic and the amount of gravel extraction undertaken is miniscule in view of how much gravel goes down the river.

The meeting closed at 11. 12 a.m.

.....  
Chairman

.....  
Date

<b>Report to:</b> Resource Management Committee	<b>Meeting Date:</b> 13 April 2021
<b>Title of Item:</b> Planning and Resource Science Report	
<b>Report by:</b> Lillie Sadler, Planning Team Leader	
<b>Reviewed by:</b> Hadley Mills, Planning, Science and Innovation Manager	
<b>Public excluded?</b> No	

### Report Purpose

To update the Committee on planning developments over the last month, and seek approval for the approach to the Coastal Plan review process.

### Draft Recommendations

It is recommended that Council resolve to:

1. *Receive the report.*
2. *Proceed with Option 4 for the Coastal Plan review process, to realign timeframes for processing the pRCP.*
3. *Agree with the updated staff advice in Appendix 1 about which national documents to submit on.*

### Issues and Discussion

#### Plan Change 1 appeal

Council and Te Rūnanga o Makaawhio reached agreement through informal negotiation on resolving their appeal on the Council's decision on the Lake Kini wetlands. A Consent Memorandum was signed by both parties and lodged with the Environment Court on 15 March. We await the Court's decision.

#### Freshwater Management Unit (FMU) Groups' update

*Kawatiri and Grey/Mawhera:* Both Groups reconvened for one meeting for a presentation by contracted Freshwater Ecologist Dr Greg Burrell to review Schedule 7A of the Plan.

*Hokitika:* At the ninth meeting on 16 March, the Group had a brief refresher on the Outstanding Water Bodies (OWB), and shared their suggestions for water bodies in the FMU that could be considered for OWB status. The next stage of the Group's process is to come up with recommendations, and they were given a brief presentation on this. The Group are keen to do a third site visit to better understand water quality issues at one of the Council's monitoring sites, and another site, on 30 March.

#### Coastal Plan review options

During 2020, several issues were identified with the proposed Regional Coastal Plan (pRCP) which need addressing before the Plan is progressed:

1. There are gaps in the Plan where it does not sufficiently give effect to the New Zealand Coastal Policy Statement (NZCPS), as required by the Resource Management Act 1991;
2. The Plan does not properly give effect to the new Regional Policy Statement (July 2020) (RPS), which has changed substantially from the older RPS. Submitters and the public have not had the opportunity to submit on whether the pRCP gives effect to the RPS;
3. Some of the changes needed to the pRCP to give effect to the NZCPS and the RPS are within the scope of what the current submissions want, however other changes needed are outside the scope of submissions.

In February and March this year, the RMC had two workshops to consider four options for moving forward with the pRCP:

1. Complete the current Schedule 1 process for the pRCP with the submissions received;
2. Undertake a Variation for changes needed to the Plan that are outside the scope of the submissions;
3. Withdraw the pRCP and redraft a proposed plan; or
4. Continue processing the pRCP (avoiding unreasonable delay) but realign timeframes in light of the upcoming new Natural and Built Environments Act (NBEA), and give priority to addressing national direction for freshwater and indigenous biodiversity until the NBEA comes into effect.

Analysis of the options identified the following:

Option 1: Completing the Schedule 1 process with the current pRCP is considered unsuitable as it will likely lead to Environment Court appeals.

Option 2: The number of changes needed to the Plan potentially makes a variation complicated.

Option 3: If the Council proceeds with completing the Coastal Plan review under the current RMA, this could be a waste of time and money if the Plan then has to be changed to be consistent with the new legislation, and the RMA version of the Plan cannot be utilised for the normal 10 year lifespan.

Option 4: This option was favoured as it only involves the costs of one change to the Coastal Plan, compared with two changes under Option 3. There is a significant financial difference between doing one plan review, and doing two. The Government is aiming to have the new NBEA come into effect by December 2022. Council could then draft a new proposed Coastal Plan which gives effect to the new Act, and it would be combined into one plan for the region. When the new NBEA proposed plan is notified for submissions, the current pRCP would be withdrawn.

Three other matters that need to be considered which relate to the Coastal Plan situation are:

1. From 2021-2027, the freshwater plan change to the Land and Water Plan will proceed, and when the National Environmental Standard for Air Quality changes are released in late 2021, the Regional Air Quality Plan review will need to be progressed.
2. The Minister for the Environment has made it clear in his recent press release that he expects Councils to continue with their implementation of the new NPS and NES instruments, and that these are going to be brought through into the new legislative framework.
3. There will also be workstreams to implement the NPSIB and the National Planning Standards between 2021-2029.

The recommendation reflects the direction from the workshops.

#### Anticipated documents to be notified for submissions

The Table in Appendix 1 is updated based on recent updates from the Ministry for the Environment. Updated information is shown with underline.

**Appendix 1: Anticipated documents to be notified for submissions in 2021**

Document	Main points	Approximate period of notification for submissions	Recommendation to submit or not
National Policy Statement on Greenhouse Gas Emissions (NPS-GHG)	Will provide national direction on phasing out fossil fuel use in process heat in the industrial sector. Put in place regulation to ensure no new emissions-intensive process heat assets are built or installed.	<u>March-April-May 2021, subject to Cabinet approvals.</u>	Staff to advise nearer the time whether to submit or not.
Exposure Draft - Natural and Built Environments Bill	Purpose of the Bill is to enhance the quality of built and natural environments, for wellbeing of current and future generations, within environmental limits. Proposes outcomes, limits and targets, set in one plan for each region, prepared by local government and mana whenua. <u>Exposure draft of the Bill will be developed for consideration by a select committee inquiry, except it will not be formally introduced into Parliament yet.</u>	<u>First half of 2021 Exposure draft process expected to run from May/June – Sept 2021</u>	Likely to make a submission, WCRC will need reasonable transitional provisions in the Bill to be able to get maximum benefit from current and upcoming plan reviews and changes prepared under the RMA.
<u>Proposed amendments to the National Environmental Standard for Sources of Human Drinking Water</u>	<u>MfE is considering proposed amendments to the National Environmental Standard for Sources of Human Drinking Water to strengthen how risks to source waters are considered in RMA decision making. These amendments are intended to work in tandem with provisions in the Water Services Bill to provide a proactive and preventative approach for managing risks to drinking water sources.</u>	<u>Public consultation is anticipated for mid-2021</u>	<u>Staff to advise nearer the time whether to submit or not.</u>
Natural and Built Environments Bill		Late 2021, aiming for it to come into force late 2022	<u>Same as for the Exposure draft of the NBEA</u>

Strategic Planning Bill	<p>Provides for the development of long-term (30 yrs minimum) regional spatial strategies that integrate land-use planning, environmental regulation, infrastructure provision and climate change response. Mandates use of spatial planning.</p> <p>Requires central govt, local govt, and mana whenua to work together to prepare a strategy.</p>	<p><u>Bill likely to be Introduced to Parliament in late 2021</u></p>	<p><u>Same as above</u></p>
Managed Retreat & Climate Change Adaptation Bill	<p>Will focus on the necessary steps to address effects of climate change and natural hazards.</p> <p>Will deal with complex legal and technical issues (e.g. liability and compensation) around managed retreat.</p>	<p><u>Consultation will likely occur in June and July 2021. Bill likely to be Introduced to Parliament in late 2021.</u> Late 2021, or 2022-2023</p>	<p><u>Same as above</u></p>
Emissions Reduction Plan	<p><u>Once the Commission has provided their final advice to the Government by 31 May 2021, Government will need to develop an emissions reduction plan by 31 December 2021 which sets out policies and strategies for meeting emissions budgets.</u></p>	<p><u>Late Likely to be the third quarter of 2021</u></p>	
National Adaptation Plan	<p><u>Work on the National Adaptation Plan (NAP) is underway, and will need to be completed by August 2022.</u></p> <p><u>The NAP will be an all of government strategy and action plan. The plan will guide action on climate change adaptation between 2022 and 2026 and will respond to and prepare for the risks in New Zealand's first climate change risk assessment.</u></p>	<p><u>2021 To be confirmed</u></p>	

<b>Report to:</b> Resource Management Committee	<b>Meeting Date:</b> 13 April 2021
<b>Title of Item: Te Tai o Poutini Plan Update</b>	
<b>Report by:</b> Jo Armstrong, Project Manager	
<b>Reviewed by:</b> Vin Smith, Chief Executive	
<b>Public excluded?</b> No	

## Report Purpose

Update the Resource Management Committee (RMC) on matters relating to the Te Tai o Poutini Joint Plan Committee.

## Report Summary

In light of the recent announcements about proposed Resource Management Plan reforms, the TTPP Committee resolved to accelerate development of TTPP. The Committee agreed that the benefits for the West Coast of accelerating the Plan, outweighed the risks and benefits of waiting for the new legislation.

## Draft Recommendations

It is recommended that Resource Management Committee resolve to: Note the report.

## Issues and Discussion

An options paper for delivery of the TTPP was presented to the Committee at its March meeting. It included information on the proposed Natural and Built Environments Act (NBA), which is due to come into effect in December 2022, and will be the legislation which will guide regional and district planning. Under the proposed NBA there would be one plan per region which would include all district and regional planning provisions. It is likely that these regional and district combined plans would not be operative until around 2032. Work already completed on the TTPP would need to be incorporated into these, and potentially re-written.

### Two Options Proposed

Two options for delivering TTPP were presented to the TTPP Committee on 30 March 2021 for consideration. The first, Status Quo, is to continue developing TTPP to the current timeline and budget until December 2022 when TTPP becomes part of the new regional Natural and Built Environments Plan, due for delivery by 2032. The second option is to accelerate delivery, so the work undertaken to date would not be lost, and the Plan would be prepared within a framework everyone is familiar with.

The TTPP Committee endorsed option 2, to notify TTPP before new resource management law is enacted in December 2022. TTPP would then be deemed notified under the Natural Built Environments Act, and follow the proposed streamlined appeals process.

Plans are now underway to accelerate TTPP delivery. This would result in a Draft Plan being available for community feedback from late January 2022, and the Proposed Plan being notified for submissions one year ahead of schedule in mid-2022.

### Implications of Fast Tracking TTPP

- Increased work to deliver research and Plan provisions for early notification
- Some natural hazard research deferred, especially for managed retreat as this will be covered comprehensively by the new Act
- Less time for community consultation
- Increased 2021/22 budget to enable two years of research in one year
- A saving of over \$500,000 in fixed costs as one year less time to develop the TTPP

- Some more enabling provisions in place over 10 year transition to new legislation
- Earlier requirement for Technical Team planners to proof the Draft Plan by December 2021 rather than early in 2022 as planned
- Plan changes and appeals from 2022 would be to the TTPP not individual District Plans
- TTPP provisions may replace any default provisions required under new Acts
- Streamlined appeals under the NBA process reduces time and costs
- The notified Plan would be produced within this term of Council and the TTPP Committee.

Other information about the TTPP process can be found in the February monthly project report at: <https://tpp.nz/wp-content/uploads/2021/04/TTPP-Monthly-Report-28-February-2021.pdf>

The report updates planning team activities and includes an indicative timeline for plan development under the current legislation and also for fast tracked Plan delivery.



<b>Report to:</b> RMC Committee	<b>Meeting Date:</b> 13 April 2021
<b>Title of Item:</b> Consents Monthly Report	
<b>Report by:</b> Leah Templeman, Consents & Compliance Business Support Officer	
<b>Reviewed by:</b> Colin Helem, Acting Consents & Compliance Manager	
<b>Public excluded?</b> No	

### Purpose

For the Resource Management Committee to be kept informed of activities in the Consents department, and to provide an update on current matters.

### Summary

This is the Consents report for March 2021 activities.

### RECOMMENDATION

That the April 2021 report of the Consents Group be received.

#### Four Consents Sites Visit were undertaken 1 March 2021 to 31 March 2021

11/03/2021	RC-2019-0141-V1 Longford Holdings, Woodstock-Rimu	Met with applicant and Compliance Officer on site to view the new area the applicant is proposing to mine and took drone footage to ascertain whether the application area was within a wetland.
15/03/2021	RC-2021-0018 Keith Knight, Blue Spur	Visit site with fellow consents officer to establish if system is fit for purpose. Onsite wastewater
17/03/2021	RC-2019-0036-V1 Elect Mining Ltd, Kaniere	Met with applicant and Compliance Officers on site to view the new area the applicant is proposing to mine, talked about the location of the mining plant and proximity to a potential neighbour of concern.
26/03/2021	RC-2021-0022 Ross Daniel Moore Reefton	Met onsite with applicant's representative and the Compliance Officer. Observed potential site and overall layout of fill site and in particular the new area within the existing site for disposal and noted that it was a natural depression and was not being dug out as a pit.

#### Thirteen Non-Notified Resource Consents were Granted 01 March 2021 to 31 March 2021

RC-2020-0061 Dempster Limited Hatters Gully and within Mineral Permit MP53610	To undertake alluvial gold mining in the Westland District, at Hatters Gully within MP 53610.
	To undertake earthworks including native vegetation clearance associated with alluvial gold mining, at Hatters Gully within MP 53610.

	To disturb the bed of Flowery Creek associated with water diversion.
	To divert water within Flowery Creek.
	To take surface water and groundwater via seepage associated with alluvial gold mining, at Hatters Gully within MP 53610.
	To discharge contaminants to land within MP 53610 where it may enter water associated with alluvial gold mining, at Hatters Gully.
RC-2021-0009 Amalgamated Mining Ltd Joyce Creek	To disturb the bed of Joyce Creek to undertake works associated with the construction and maintenance of a diversion channel.  To divert water into a diversion channel, Joyce Creek.
RC-2021-0010 Michiel Steenhauer Marsden Road, Greymouth	To discharge treated onsite sewage wastewater from a dwelling to land in circumstances where it may enter water, at Marsden.
RC-2021-0015 Ciaran Tangey & Jorja Hunt Aorangi Estate, Marsden Road	To discharge treated onsite sewage wastewater from a dwelling to land in circumstances where it may enter water, at Lot 6 Aorangi Estate.
RC-2021-0018 Keith Knight Hokitika, Blue Spur Road	To discharge treated onsite sewage wastewater from a dwelling to land in circumstances where it may enter water, at Lot 2 DP383823, Hokitika.
RC-2021-0026 John Robert Murdock Moana, Beechwater Drive	To discharge treated onsite sewage wastewater from a dwelling to land in circumstances where it may enter water, at the Beechwater Estate.
RC-2021-0023 Kevin & Penelope Bax Moana, Beechwater Drive	To discharge treated onsite sewage wastewater from a dwelling to land in circumstances where it may enter water, at Beechwater Estate.
RC-2020-0121 New Zealand Whitebait Limited Westport, the blue shed	To discharge water containing contaminants into water, namely the Buller River, from a fish farm at Westport.

RC-2020-0019  
Scott Lawrence  
Aorangi Estate, Marsden Road

To discharge treated onsite sewage wastewater from a dwelling to land in circumstances where it may enter water, at Lot 7 Aorangi Estate.

RC-2020-0147  
Reefton Powerhouse  
Charitable Trust Inc  
Inangahua River

To disturb the dry bed of the Inangahua River for the purpose of removing gravel.

To discharge vegetation material to land associated with the removal of gravel.

RC-2021-0002  
New Zealand Transport  
Agency  
Fox River

To disturb the bed of the Fox River to undertake river protection works.

To disturb the dry bed of the Fox River to undertake gravel extraction

To temporarily discharge sediment to water associated with protection works. Fox River.

RC-2020-0050  
Colligan Farm Limited  
Jones Creek, Birchfield

To disturb the bed and banks of Jones Creek to remove gravel and undertake river protection works.

RC-2021-0031  
David & Sarah Cross  
Welshmans

To discharge treated onsite sewage wastewater from a dwelling to land in circumstances where it may enter water, at Haydens Road.

Five Changes to and No Reviews of Consent Conditions were granted in the period 01 March 2021 to 31 March 2021

RC-2019-0082-V1  
Kelvin Douglas Contracting  
(2004) Limited  
Fox River, Buller

To vary gravel extraction area.

RC09108-V3  
Amalgamated Mining Ltd  
Notown

To decrease the disturbed area left exposed and therefore bond payable.

RC10194-V4  
Roa Mining Co Ltd  
Roa Mine

A variation to increase the area to be opencast mined.

RC-2020-0017-V1  
Westreef Services Limited  
Karamea River at Arapito

Variation to increase the consented extraction amount.

RC-2020-0123-V1  
Charleston to Westport Coastal  
Trail Trust  
Westport

Variation to the consent location.

**No Limited Notified and no Notified Resource Consent were Granted 01 March 2021 to 31 March 2021**

<b>Report to:</b> RMC Committee	<b>Meeting Date:</b> 13 April 2021
<b>Title of Item: Compliance and Enforcement Monthly Report</b>	
<b>Report by:</b> Colin Helem, Acting Consents & Compliance Manager	
<b>Reviewed by:</b> Vin Smith	
<b>Public excluded?</b> No	

## Purpose

For the Resource Management Committee to be kept informed of activities in the Compliance and Enforcement department, and to provide an update on current matters.

## Summary

This is the Compliance and Enforcement report for March 2021 activities.

## RECOMMENDATIONS

1. That the April 2021 report of the Compliance Group be received.
2. That the \$30,000 bond for RC12035 MS Moore Contracting Limited is released.

## Site Visits

A total of 112 site visits were undertaken during the reporting period, which consisted of:

Activity	Number of Visits
Resource consent monitoring	21
Mining compliance & bond release	17
Complaints	5
Dairy farm	69

This report covers the period of 27 February to 31<sup>st</sup> March 2021.

- A total of eight complaints and incidents were recorded.

## Non-Compliances

Note: These are the activities that have been assessed as non-compliant during the reporting period.

A total of 4 non-compliances occurred during the reporting period.

Activity	Description	Location	Action/Outcome	INC/Comp
Dumping of demolition material	Complaint received that the demolition material removed from the old Grey base hospital contained materials not authorised by the resource consent when it was dumped at the disposal site.	Coal Creek	The site has been inspected and established that the site is non-compliant. Enquiries are ongoing.	Complaint

Activity	Description	Location	Action/Outcome	INC/Comp
Dairy Farming	Complaint received that dairy cows were accessing Puzzle Creek which is within the Lake Brunner Catchment.	Rotomanu	The complaint was investigated and established that approx 30 dairy cows had free access to Puzzle Creek in breach of the regional rules. A decision on enforcement action has not yet been made.	Complaint
Works in the bed of a river	Complaint received that a person has excavated a creek.	Mawheraiti	The site has been investigated and established that the works in the bed of the creek are non-compliant. Enquiries are ongoing.	Complaint
Dairy Farming	A routine site inspection was undertaken at a dairy farm which established that the farms effluent treatment ponds had not been maintained as required by resource consent conditions.	Westport	As the ponds were not discharging at the time of the inspection no samples were obtained. The farmer was given a direction to complete the maintenance.	Incident

#### Other Complaints/Incidents

Note: These are the other complaints/incidents assessed during the reporting period whereby the activity was not found to be non-compliant, or compliance is not yet established at the time of reporting.

Activity	Description	Location	Action/Outcome	INC/Comp
Gold Mining	Complaint received that German Gully Creek was discoloured with sediment from a gold mining operation.	Stafford	The area was visited and established that creeks were running discoloured from recent heavy rain. No further action was undertaken.	Complaint
Dairy Farming	Complaint received that a farmer had been discharging effluent into a storm water drain.	Harihari	The farm was inspected and established that the farm was compliant.	Complaint
Discharge to water	Complaint received that there was an oil sheen in the New River.	Camerons	The site was investigated, and the complaint was not substantiated.	Complaint
Flood protection	Complaint received that a flood protection wall on the south bank of the Haast River has caused erosion of the north bank.	Haast	Enquiries are ongoing.	Complaint

## Update on Previously Reported Ongoing Complaints/Incidents

Activity	Description	Location	Action/Outcome	INC/Comp
Discharge to water	Complaint received that there were dead fish in a small creek that ran through the complainant's property.	Hokitika	The site was inspected and established that there were dead native Kokopu along a length of the creek. Samples have been obtained and enquiries are ongoing.  Enquiries are now complete. Analysis of water samples established that there was a slight elevation of pH. A point source discharge was unable to be established. There are no further avenues open for enquiry.	Complaint

### Formal Enforcement Action

No formal enforcement action has been undertaken during the reporting period.

### Mining Work Programmes and Bonds

The Council received the following seven work programmes during the reporting period. Three of the work programmes have been approved. The remaining work programmes are awaiting site visits before completion.

Date	Mining Authorisation	Holder	Location	Approved
02/03/2021	RC09035	Francis Mining Co Limited	Echo	In progress
02/03/2021	RC09108	Francis Mining Co Limited	Echo	In progress
02/03/2021	RC09120	Francis Mining Co Limited	Echo	In progress
02/03/2021	RC12180	New Creek Mining Limited	New Creek	In progress
04/03/2021	RC-2019-0056	Titan Resources Limited	Bell Hill	Yes
08/03/2021	RC12222	Graeme Hobbs	Camerons	Yes
18/03/2021	RC-2020-0015	Philip Hampton	Atarau	Yes

### No Bonds were received during the reporting period

### The following bond is recommended for release

Mining Authorisation	Holder	Location	Amount	Reason For Release
RC12035	MS Moore Contracting Ltd	Iron Bridge	\$30,000	Mining has concluded and rehabilitation completed.