

Report No.	19-186
Information Only - No Decision Required	

LOWER MANAWATU SCHEME (LMS) - RIVER MANAGEMENT UPDATE

1. PURPOSE

- 1.1. The purpose of this item is to inform members of the **Manawatu River Users' Advisory Group (MRUAG)** of **Lower Manawatu Scheme (LMS)** management issues that may have some impact on the recreational use of the river over the period June 2019 to December 2019.

2. RECOMMENDATION

That the Committee recommends that Council:

- a. receives the information contained in Report No. 19-186.

3. FINANCIAL IMPACT

- 3.1. There is no direct financial impact arising from matters discussed in this item.

4. COMMUNITY ENGAGEMENT

- 4.1. This is a public item and therefore Council may deem this sufficient to inform the public.

5. SIGNIFICANT BUSINESS RISK IMPACT

- 5.1. There is no significant business risk impact from matters discussed in this item.

6. DISCUSSION

- 6.1. It has been business as usual, with the relatively settled weather patterns allowing staff to concentrate on vegetation management and stopbank maintenance.
- 6.2. If erosion repairs are undertaken, they will be easily seen from the river when completed, but will be covered in vegetation when established. Railway irons may be used to anchor tree works and concrete rip-rap to protect the toe of the bank. These assets may be submerged and care should also be taken if approaching banks on the outside of bends.
- 6.3. Contractors will also be engaged at various sites on the Manawatu River to undertake vegetation management work. The majority of these sites are in the rural areas, in particular in the lower reaches of the Manawatu below the Foxton-Shannon Road Bridge. These works will be undertaken from the river banks. Any disruption to recreational river users should be minor and staff will endeavour to keep any impacts to a minimum.
- 6.4. Railway irons from old river protection works are still being discovered in the Manawatu and the Oroua Rivers. Whenever these are found, they will be removed as soon as conditions allow. River users are urged to remain vigilant for these hazards when using the river. All visible irons have been removed, however there is a chance that some irons may have been missed and care must be taken. Any such hazards observed should be referred to Horizons River Management staff.
- 6.5. Of particular note are the railway irons that form the river training works adjacent to Hault's Yard on the Manawatu River. Hault's Yard is located opposite Te Matai Road, on the true

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- left bank at river distance 90km, with Fitzherbert Bridge at river distance 79km. An attempt to remove these irons with an excavator failed.
- 6.6. Works to replace the Whirokino Trestle Bridge are nearing completion. The major structural elements of the bridge have been installed and the temporary bridge across the Manawatu has been removed. The contractor has not finalised the methodology for removing the existing bridge across the Manawatu, but believes it is unlikely that a temporary bridge will be built, preferring the option of working from the river edge.
- 6.7. The removal of the existing bridge is programmed for mid-February to the end of April, which may restrict river movements at this point during this period. The road to the Whirokino boat ramp is being sealed, and this work will continue through January, so expect traffic control works. The contractor will keep access to the Whirokino boat ramp open at all times during the works. The works in the Moutoa spillway is expected to be finished by the end of April. The bridge is expected to be open to traffic in January.
- 6.8. The eel viewing platform at the Tiritea Stream and Manawatu River confluence has been granted a resource consent and works will commence in the New Year. This is part of the He Ara Kotahi walkway and will provide an additional river amenity enhancement in the city. Paul Horton, Environmental Officer for Tanenuiarangi Manawatu Incorporated, will provide members/ attendees with a short presentation on this project.
- 6.9. An investigation into the level of silt and gravel in the Manawatu has been undertaken. The results have found that after many years of channel degradation due to gravel extraction above the city, the gravel is slowly being restored to previous levels in the channel. Below the city, the river bed has degraded while the berms have aggraded creating very high berms that maybe susceptible to slips in the future.

7. SIGNIFICANCE

- 7.1. This is not a significant decision according to the Council's Policy on Significance and Engagement.

Paul Joseph
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GROUP MANAGER RIVER MANAGEMENT

ANNEXES

There are no attachments to this report.