

HOW TO HAVE YOUR SAY

Your views on these proposals are important in assisting Horizons in making a decision on whether to make the changes proposed. Horizons is hosting a number of community meetings to discuss this.

The times and locations are as follows:

Wednesday 14 March, 6pm, Whanganui War Memorial Hall

Saturday 24 March, River Traders' Market

Tuesday 27 March, 6pm, Whanganui Girls' College Hall

Saturday 7 April, River Traders' Market

We also welcome submissions via the options below before 16 April 2018.

Go to haveyoursay.horizons.govt.nz and submit online.

Fill out the submission form in the consultation document available at our service centres and post it to **Freepost 217922, Horizons Regional Council, Private Bag 11025, Manawatu Mail Centre, Palmerston North 4442.**

Write your submission as a normal letter and post to the same address as above.

Email your submission to
haveyoursay@horizons.govt.nz.

Call freephone **0508 800 800**
to have your submission noted down.



LOWER WHANGANUI RIVER MANAGEMENT

BACKGROUND

Horizons, like most other regional councils, carries out flood protection and drainage activities using a scheme-based management approach. 34 river management schemes cover a large part of the Region providing a variety of services, each tailored to meet the needs of the particular community that receives the benefit of those activities. Those activities range from protecting people and property from flooding to minimising river/stream erosion of productive land and the provision of land drainage.

Whanganui was substantially impacted by the floods that hit the Region in June 2015. Those impacts prompted Horizons to gauge the views of the community around flood protection and river management, and where Horizons should concentrate its efforts.

That community engagement in 2017 has resulted in Horizons re-thinking our approach to flood management for Whanganui.

The port redevelopment project being driven by Whanganui District Council (WDC) has also prompted Horizons, in consultation with WDC, to consider the future of the ageing and deteriorating river training works that largely hold the lower reach of the Whanganui River in its current alignment.

As part of updating our Long-term Plan we've considered how we can best provide a river management service and we have the following proposals to put forward for consultation.





THE PROPOSALS

ANZAC PARADE

For the Anzac Parade area we're not proposing to make any further investment in higher stopbanks. Raising stopbanks through Kowhai Park and along Anzac Parade has a range of technical challenges and as a consequence is likely to be very expensive. It would have a major impact on Kowhai Park, requiring the removal of a substantial number of trees. It would also create a substantial barrier between the Whanganui East community and the river

Instead we're proposing to establish a fund that would incentivise home-owners on the margins of the floodable area to raise their houses. For those homes in the main part of the floodable area that are more at-risk, we're proposing voluntary purchase (and removal) of houses when the opportunity arises.

RATING IMPACT

The Lower Whanganui Scheme would establish a separate fund, setting aside a \$50,000 contribution each year to that fund. That would be funded in the same way as other Lower Whanganui Scheme operating costs - 80 per cent would come from the current targeted rate classification with the balance funded through the Region-wide river and drainage rate. Contributions to this fund are proposed to commence in Year 1. Not taking steps to progressively reduce that risk over time has a range of economic and social consequences for Whanganui that we believe (in the absence of more robust flood defences as a feasible option) are too large to ignore. Horizons would not be adequately discharging its statutory responsibilities.



TAUPO QUAY

For the floodable part of Taupo Quay, we propose to work together with Whanganui District Council to explore ways in which flood protection measures can be integrated with the high amenity value of that area, particularly the River Traders' Market and the precinct upstream of the City Bridge. No allowance has been made for any construction work in our plan, as the trigger would be any future redevelopment plans that WDC (or any other party that has the backing of the WDC) might have for the area.

RATING IMPACT

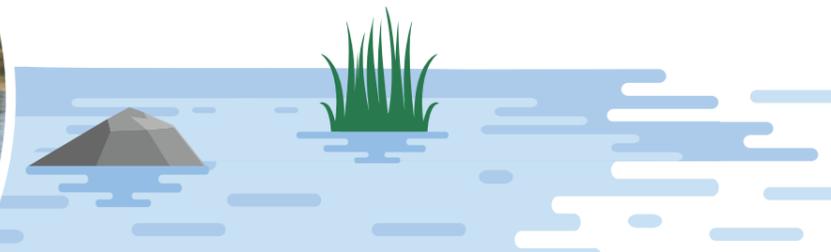
We've allowed \$10,000 for staff time and consultant costs to formulate a plan jointly with Whanganui District Council. This cost will also be funded 80 per cent from the current targeted rate classification and 20 per cent from the Region-wide river and drainage rate. We've scheduled this work to take place in Year 3.

PUTIKI

We've made provision in this Plan to construct flood defences for the Putiki area. However further technical work is required to ensure that flood defences designed to contain Whanganui River floods don't exacerbate the flood hazard associated with the Ngatarua Stream. The shallow inundation depths, and less challenging site conditions, all combine to make protecting this area from flooding a much more palatable proposition.

RATING IMPACT

The estimated spend of \$1.2 million to construct stopbanks is scheduled for Year 6 and 7 of the LTP. Should the work proceed, it is proposed to be loan-funded and repaid as an operating cost similar to the other projects identified (80 per cent targeted rate classification, 20 per cent regional river and drainage rate). It is intended to reclassify the protected area to the highest rating category (W1) once the projects starts.



LOWER WHANGANUI RIVER STRUCTURES

The section of coastline that meets the mouth of the Whanganui River is a particularly exposed and active part of the west coast, with the river prior to port construction moving backward and forward along several kilometres of coastline. Port operation requires a fixed and navigable mouth, with a significant amount of investment made in infrastructure to achieve that. Whanganui as a city has largely grown around a river in a relatively stable position with significant areas of residential development and critical infrastructure established on either side. That river infrastructure is in relatively poor condition, something that the port revitalisation project has highlighted.

Managing the alignment of the lower reach of the river was not part of the activity for the Lower Whanganui Scheme when it was established in 2006. Horizons and Whanganui District Council have agreed that this should

be added to the areas of responsibility covered by that scheme, covering inspection and maintenance of this infrastructure and managing the alignment of the lower reach of the river, including the moles located at the mouth.

RATING IMPACT

Expected costs for this work are approximately \$4.9 million over a period of 30 years. Whanganui District Council has agreed to contribute 25 per cent of the cost of work to the moles over the 10 year period. If we are able to obtain financial assistance from central government, some acceleration of the work programme is likely.

For all of the projects undertaken in the Lower Whanganui scheme, the impact to ratepayers per \$100,000 of capital value is minimal, as summarised in the table below.

Please note this will be an additional rate requirement on top of current operating costs.

Lower Whanganui - All projects	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Per \$100,000	\$2.72	\$2.35	\$5.63	\$5.02	\$4.29	\$10.70	\$10.07	\$3.71	\$3.74	\$4.79

OTHER INITIATIVES

We're also proposing two other initiatives for Whanganui. When we consulted with the Whanganui community in 2017 many residents noted the long time that it took for floodwater to empty out from the Anzac Parade area, exacerbating the impacts to residents and the length of time that Kowhai Park was unusable. We're proposing to construct a relief gate in the stopbank to allow floodwater, when it spills in behind the stopbank, to drain back to the river much more quickly once the river starts to recede.

At present Horizons Balgownie stopbank has two 'gaps' in it - sections that require barriers to be deployed ahead of a flood to give a continuous line of defence. One is a relatively short section of barrier that permits vehicle access to the boat club building located on the river bank. The second is a much longer length of demountable barrier required to permit boat builder Q West to be able to launch craft to the river. Part of the port revitalisation project

referred to earlier proposes creating a marine services hub closer to the more navigable parts of the river, potentially rendering the need for gap in the stopbank redundant.

Accordingly we've tentatively assumed that by Year 4 the marine services hub will be established and Q West will have relocated to that facility, allowing the gap in the stopbank to be permanently closed.

Horizons is currently clearing the section of the Matarawa Stream that runs through Whanganui, work that will be completed next summer. Maintenance of that section of the stream was something we were asked to exclude from the Matarawa Scheme when it was established back in 1981. The loan required to fund this work is intended to be repaid by adding a new rate category over Whanganui City, equating to an additional rate for residents of 74 cents per \$100,000 capital value over a 10 year period. That rate will halve beyond that period, covering ongoing maintenance and inspection costs.