

STAFF REPORT

TO: Chairman and Members, Engineering Services Committee

FROM: Philip Drummond, Asset Engineer Rivers/Roads

REFERENCE: R510

DATE: 4/10/2010

SUBJECT: **PROPOSED MOTUEKA STOPBANK FORWARD WORKS PROGRAMME**

1 PURPOSE

The purpose of this report is to brief the committee on progress.

2 BACKGROUND

At the last meeting the possibility of devising an integrated works programme for the renovation of the Motueka Stopbank System was discussed. A series of articles aimed at informing the public, on a most basic level, of the issues involved with carrying out a public consultation process was discussed. The articles were referred to the Communications Subcommittee for review as per Engineering Services Committee (ESC) resolution.

The current River Maintenance program will continue as funded under the LTCCP. No capital works are currently funded and river maintenance works consisting minor stopbank repairs and river protection work such as fairway clearing and rock revetment maintenance will continue in the Lower Motueka.

3 COMMUNICATIONS SUBCOMMITTEE REVIEW

The content of the 6 articles presented to the ESC was noted by the Communications Subcommittee as being useful but that the intention of making the process 12 weeks long was not a good idea. Sections of information about historical floods, funding and technical notes about the key issue of seepage and bank failure modes was suggested as being too complicated for the general public to absorb.

The Communications Committee suggested that Dry Crust prepare a 4 page pull out bulletin for the next meeting. Subsequent timing issues found that it was not possible to meet that date. The Communications Subcommittee resolved to look at a revised public consultation strategy at a future meeting.

4 ENGINEERING COMMENT

The Communications Subcommittee offered editorial comment on the technical content of an ESC document presented. The original articles were specifically generated to inform the wider public on a range of information critical for gaining an understanding of the public perception of what needs to be done to the stopbanks.

It is intended that further work by Engineering staff with DryCrust journalists will be prepared for the next Engineering Services Committee. This will be in the form of a pull out information bulletin in the Newsline to gauge public/interest group meetings and the type and style of explanatory plans and diagrams required. The format and content of a public consultation process will be developed using the feedback from the community.

5 PROJECT DEVELOPMENT

The issue of how the project should proceed through construction is believed to be best managed through a phased stage development process. The project is funded within the LTCCP process starting in 2010-11 at a rate of \$3.4M per annum for at least 4 years.

Priority ratings reported in the Preliminary Feasibility Report would be used to ensure that the most vulnerable sections are targeted first although the report indicates that some further investigation work would be needed to firm up the priority.

6 RECOMMENDATION

That this report be received.

Philip Drummond
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